The New-York Times.

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Terrible Accident on the Erie Railroad.

SIX LIVES LOST.

A LARGE NUMBER INJURED.

The Night Express Train Thrown Down a Forty-Feet Embankment Near Port Jervis.

Coroner's Inquest and Burial of the Dead.

LISTS OF THE KILLED AND WOUNDED.

Statements of Witnesses.

CAUSE OF THE DISASTER.

The most serious accident that has ever occurred on the Erie Railroad, happened to the Express train (which leaves Jersey City at 5:30 P. M.,) on Thursday, six miles east from Port Jervis, at about 9 o'clock P. M. The train consisted of a locomotive, six passenger cars and one baggage crate. There were about 150 persons on the train. They had just stopped at Turner's Corner where passengers take tea, and when proceeded westward at the rate of about 35 miles an hour. On approaching a place, known as "Shin Hollow," where the road is straight, with a steep embankment, some forty feet in depth on one side, the locomotive struck a broken rail, which it jumped, carrying along the crate and the first four passenger cars. The two rear cars, however, were thrown from the rail, and, after being drawn over the sleepers for some distance, the coupling broke, which connected them two cars with the rest of the train, and they were both thrown over the embankment. The last car turned two or three times completely over, while the other made but one turn and a half, remaining bottom up. The last car was torn to fragments, one of the heavy iron trucks passing through the bottom and crushing to death several of those within. All the deaths occurred in this car, while in this, as well as the other, a large number were seriously injured. A number had their limbs broken, and were pierced by splinters and fragments of the wreck. Six persons were found to have been killed, viz.; three men, one woman, (colored,) and two children. Two or three were living last evening whose injuries are so serious that it is thought that they cannot recover.

For over an hour a scene of the wildest confusion prevailed around the spot. All the lights having been extinguished, the surrounding darkness added to the horror of their situation. While some labored industriously to extricate those who were buried beneath the wreck, others piled portions of the fragments together and made bonfires to give light, and others brought water from a spring near by to revive those who were fainting from pain and the loss of blood. As soon as possible after the full extent of the disaster was known, the Locomotive, with one car, was despatched to Port Jervis to bring assistance, and in about one hour [11½ P. M.,) it returned, having from four to five physicians, with such medicines and restoratives as were at hand, and a number of citizens, who promptly came down to offer their assistance. By this time, all the living but injured persons were placed in the remaining cars; those most seriously hurt reclining upon double seats, and the dead being laid in one of the cars together. The train reached Port Jervis about midnight, but the news of the disaster had been circulated among the citizens, who rose, lighted their houses, and made every arrangement to receive and care for the wounded passengers. The following is a list of the killed and wounded, carefully prepared from the reports brought us from several quarters, and from statements of passengers, which in the details of the disaster agree with our account and the statements published below. It will be seen by the latest intelligence received from our reporters at Port Jervis that the number of the injured is not so great as we give below, from which it is to be hoped that several of them were less seriously hurt than was at first supposed.

LIST OF THE DEAD AND WOUNDED.

KILLED.

1. HARVEY WOOD, Wellsboro', Tioga Co., Pa.
2. A ROSENBERG, New-York City.
3. A child of Mr. and Mrs. TURNER, No. 299 Ninth-avenue, New-York City.
4. A man, (name unknown.)
5. Mrs. RAY, (colored,) Binghamton.
6. A child of Mrs. BROWN, of Waterbury, Conn.

INJURED.

AT THE FOWLER HOUSE, PORT JERVIS.

1. Mrs. TURNER, Ninth-avenue, New-York. Husband does business in Brooklyn.
2. A child of Mrs. TURNER, slightly injured.
3. CHARLES B. BURDELL, Newark, N. J., slightly injured.
4. MORTON BROWN, Waterbury, Conn., ankle broken.
5. WILLIAM MORTON, lawyer, No. 62 Williamsburg, New-York, bruised not seriously.
6. Colonel L. LAY, New-Orleans, ribs broken.
7. Wife of Colonel LAY, slightly injured.
8. A child of Colonel LAY, slightly injured.
9. C. BARRETT, Cleveland, Ohio, thigh broken.
10. ADAM RAY, (colored,) Binghamton, New-York, husband of Mrs. RAY, who is killed.
11. Mrs. CROSBY, Steuben County, N. Y., slightly injured.
12. Child of Mrs. CROSBY, ditto.
13. HENRY HAAS, firm of P. HAAS & Co., No. 50 Broad-street, New-York, slightly injured.
14. Mr. BAKER, Buffalo, slightly injured.
15. AUGUSTUS F. BATES, lawyer, No. 45 William-street, New-York, not dangerous.
16. A. HOGUET, No. 44 East Twenty-eighth-street, New-York, slightly injured.

AT THE DELAWARE HOUSE, PORT JERVIS.

17. JOHN R. WHITE, No. 127 Beekman-street New-York, badly injured, but thought to be recovering.
18. BRIDGET GRAY, Brooklyn; slightly.
19. Mrs. SEAVANS, No. 62 Pacific-street, Brooklyn; slightly injured.
20 to 24. Four children of Mrs. SEAVANS and a nurse; slightly injured.
25. Professor ISAAC LEWIS PEET, of the Deaf and Dumb Institute, New-York City; slightly injured.
26. Wife of Professor PEET; slightly.
27. PHILO PADDOCK, (mute,) Chautauque Co., New-York; slightly.
28. Miss EASTMAN, (mute,) Chautauque Co.; slightly.
29. E. W. GILL, Mullee's Port, Fairfield Co., Ohio; badly hurt, but recovering.

INJURED SLIGHTLY, MOST OF WHOM HAVE LEFT FOR THEIR HOMES.

30. D. A. SEELEY, Elmira (firm of SEELEY, WALKERS & SHERMAN.)
31. JOHN W. BEALS, Boston.
32. S. DURHAM, Wappello, Louisa Co., Iowa.
33. JOHN ARNOTT, Elmira, Director of Erie Railroad.
34. JAMES GARDS, New-York.
35. Mr. BROWN, Tioga Valley, N. Y.
36. Mrs. BROWN, wife of above.
37. WILLIAM ROSE, No. 283 Third-street, New-York.
38. JOHN WAYLAND; has friends in Toronto.
39. NATHANIEL HARDES, [mute,) Sparta, Rome, N. Y.
40. C. F. RIDDELL, Newark, N. J.
41. L. F. HOWELL, Meadville, Penn.
42. P. P. SCHWARTZ, Utica, Licking Co., Ohio
43. Miss J. L. HILL, Portland, Chautauque Co. N. Y.
44. MICHAEL CONKLIN, Jacksonville, Ill.
45. GEORGE SILVAR, Woodstock, Canada West
46. IRA BUSH, Prattsburg, Steub n Co., N. Y.
47. HENRY SMITH, residence unknown.
48. Miss NEWMAN, No. 62 Pacific-street, Brooklyn.
49. ADONAI BARRY, (mute,) Deaf and Dumb Institute.
50. C. C. MURRAY, Narrowsburg, New-Jersey
51. Rev. EDMUND B. PALMER, No. 18 Poplar street, Boston.
52. WILLIAM WALLACE FARNUM, Port Jervis N. Y.
53. Mr. JOHN SCOFIELD, No. 178 Franklin-street, New-York.
54. EMMA BOE, No. 178 Franklin-street, New York.

Mrs. SCOFIELD, whose statement we publish elsewhere, says that Mr. JOHN E. WHITE, who is classed amongst the injured, died before she left.

Mrs RAY, (colored,) who was killed, had been on a visit to her daughter in Newark. Her body was brought to Jersey City last evening, and from there taken to the residence of her daughter.

The wife and child of Mr. PEET, mentioned as among the injured passengers, were the family of Prof. ISAAC LEWIS PEET, Vice-Principal of the Institution for the Deaf and Dumb in this City. They escaped with slight injuries. Prof. PEET was in charge of a number of the pupils of the Institution, who were returning to their homes at the West to spend the Summer vacation. Mr. PEET himself appeared to have escaped injury.

The pupils of the Deaf and Dumb Institution, who are reported as slightly injured, are Mr. PHILO R. PADDOCK, Miss EASTMAN and Miss VERLONA BARRY. The pupils to the number of 100 left One Hundred and Fifty-second-street Thursday evening in the steamboat *Hero* and took the cars (such as were bound West) at Piermont.

Mr. JOHN W. BEALS, of Boston, who was reported as injured, is a son of Mr. BEALS, one of the proprietors of the Boston *Post*. He returned to this City yesterday morning.

Very few of the passengers who sustained no serious injury have returned. They proceeded on their journey westward this morning. Three persons returned to New-York by the first train to-day.

CAUSE OF THE ACCIDENT.

It seems to be conceded by all who are able to form an opinion, that the cause of this disaster was the breaking of the rail. There was sufficient indication that something was wrong, to attract the attention of those in the first car, although none of them were seriously disturbed except the last two. Those experienced in running trains say, that although the rail had been broken when the first car was upon it, the strain from the engine in front and the cars in the rear would have been sufficient to keep it in the line of the road, and that none of the cars would run off until the draught strain had become too slight to keep them in a line with the rails. This, they believe, was not the case until the last car struck the broken rail. That then it passed from the track, and in turning down the embankment, the second car was drawn over from the rear, and the coupling breaking, it ran down the slope.

WHERE THE ACCIDENT HAPPENED.

The accident occurred after the train had passed Otisville, about six miles on its way to Port Jervis, which is six miles further on and about half a mile from Shin Hollow Station, a place where there are only a few shanties, and where it was impossible immediately to obtain assistance. The track at this point forms a straight line with a down grade toward Port Jervis of about 45 feet to the mile for 13 miles. When the accident occurred the alarm rope which passes through all the cars to where the engineer stands had broken, the engineer supposing a portion of the train had parted from him, and fearing that, he being on a down grade, the parted portion of the train would run into him if he stopped immediately, continued running slowly for about three-quarters of a mile, and until he knew that there was no danger from that source. He then ran back, and the passengers who were uninjured hastened to the relief of those who had been less fortunate. The spot is among the worst on the road at which a car could leave the track. On the left side, going from New-York, is a high mountainous and rocky district, along the side of which the road is cut. On the right-hand side, and but a few feet from the track, there is a steep embankment of some thirty feet. It was down this embankment the two cars were precipitated.

HOW THEY WERE KILLED.

All of those who were killed, and nearly all of those who were seriously injured, were in the rear car. It is stated that all of the dead are bruised chiefly about the head and neck. It is thought that the last car, in which they were, turned over so suddenly that the passengers were thrown upon their heads. It is also stated that one of the cars turned over twice before it reached the base of the embankment.

Deputy RIDDLE sends us the following:

LETTER FROM THE DIVISION SUPERINTENDENT OF THE ERIE ROAD.

The following letter was received at the office of the Railroad Company by the down train yesterday morning:

OFFICE OF NEW YORK AND ERIE RAILROAD, PORT JERVIS, FRIDAY, July 16, 1858.

Charles Morgan, Esq., President:

SIR: The night express west met with a terrible accident, last evening, about six miles east of Port Jervis.

The two last cars in the train were thrown from the track by a broken rail, and were precipitated down an embankment some forty or fifty feet.

Six persons were killed, one gentleman so badly hurt that it is thought he cannot survive, and some 20 or 30 injured. Some seriously hurt, but it is thought none fatally.

I inclose you a list of the names of the killed and wounded as far as I have been able to ascertain them, and will send further particulars soon.

Mr. ARNOTT was slightly hurt. All the wounded are well cared for, and attended by the best physicians that could be procured. Yours, &c.,

H. RIDDLE, Division Superintendent.

DR. PALMER'S ACCOUNT.

The following graphic and touching account o the disaster is from the Rev. E. D. G. PALMER, one of the editors of the New-York *Observer*. It was written to his brother, who has kindly permitted us to publish it:

PORT JERVIS, Thursday, A. M., July 15, 1858.

DEAR BROTHER: The telegraph will inform you of the terrible accident our train met with last evening near this place. We left New-York in the 5 o'clock P. M. train, came on safely and pleasantly until about 6½ o'clock; when descending the heavy grade on the west side of the Shewangunk Mountains I perceived that we were moving at such a fearful rate that I started once or twice with apprehension, knowing that we were on a heavily descending grade. Within two or three minutes after my fears became thus excited, I felt a concussion as if we were running over a slight obstruction. Some little commotion ensued in our car, which was the fourth from the rear. A signal was made to the engineer as soon as possible, but we had ran a mile or more before the train was stopped. We soon found that two cars had been detached from the train. We ran back with great apprehension, and our worst fears were more than realized. The last two cars had been hurled down an embankment forty feet, and were completely demolished. The groans and screams of the injured broke fearfully upon our ears in the stillness of the evening. They were under the wreck, and strewed around the scene of the disaster in awful confusion. The moon was shining feebly, and by its light and that of a large fire which was soon kindled, the wreck of the cars was removed, and all that were living were rescued. Three hours were spent in getting the suffering from beneath the ruins of the cars and up the embankment, when, with seven dead and about forty more or less seriously injured, the melancholy train moved on to this place. An engine had been previously sent to Port Jervis, which returned to the scene of the disaster with surgeons and other aid. All the injured were taken to the two hotels—the Delaware and the Fowler House—and to-day they are generally doing well.

Among the injured, are Professor J. L. PEET, Vice-Principal of the New-York Institution for the Deaf and Dumb, his wife and child, his wife's sister and several deaf mutes. Mrs. PEET and Miss EASTMAN, a deaf mute, were quite seriously injured, but they are now doing well, and are out of all danger. One of the most heart rending incidents connected with this melancholy occurrence was the screaming of the deaf mutes, which could be heard at a long distance, and which greatly aggravated the horror of the scene.

To detail its incidents would be as impossible as to rehearse a horrible dream. When I reached the car I heard a familiar voice, and making my way towards it, stepped in the darkness upon a dead man. I soon reached Prof. PEET, and found him supporting his wife's head. Both were ignorant of what had become of their babe, or of any other member of their party of ten. I heard a child's voice on the other side of the car, and rushing around towards it, asked one who had taken it up whose child it was. The mother frantically exclaimed, "It is my child," and pressed it to her heart as if afraid I was about to claim it. I soon found the child of my friend, in the arms of a person who was carrying it up the embankment. The babe was only slightly injured. It was asleep on the seat when the cars were thrown off the track, and no one could tell where it was found. One deaf mute was reported to be dead, and I went, at the request of a gentleman, to identify him, but he revived, and is doing well.

During all the long hours that we were toiling to get the sufferers from under the ruins, and up the embankment to the cars, parents were calling frantically for their children, and children for their parents. One mother had her dead child brought to her, another received her living babe with ecstatic joy. Another beautiful young mother, uninjured, I saw, by the light of a lamp, holding tenderly in her arms the mangled form of what was just before a beautiful child. One gentleman who was with me, who had labored without faltering from the first, gave way at this sight and was overcome. He had helped to carry the dead and the wounded up the embankment, but this was too much for the strong heart of a man to endure.

Directly in front of the seat which I had occupied sat a refined and delicate young lady, who, I afterwards learned, was on a trip to the Falls. As the helpless but still breathing form of the only injured colored person was brought up the embankment, she went to her side, bathed her head and fanned her brow, and spoke words of encouragement and sympathy to her until her ear became insensible. She died in our car soon after we left the scene of the disaster.

The uninjured passengers manifested the utmost readiness to relieve the distressed, and to do everything in their power for their comfort. Little comfort could be afforded them until we reached this place, where the hotels were thrown open, at which the citizens of the place were already assembled. All night long they have been devoted to the care of the sufferers, and through their attentions nearly all are now very comfortable It is hoped all will recover, through the blessing of a kind Providence.

MR. JOHN BEALS' ACCOUNT.

Mr. JOHN BEALS, a son of the proprietor of the *Boston Post*, was a passenger in the train, bound West on business. He gives the following particulars of the terrible disaster, as he witnessed them himself:

Mr. BEALS left Boston on Wednesday afternoon, and departed on the Erie train at 5 o'clock, P. M., on Thursday. There were six passenger cars besides the baggage car, in the train. The cars were all pretty well filled. At Turner's Corners the passengers stopped to take supper, he thinks 150 at least took tea. He was struck with the fact that there was an unusual number. The train left Turner's Corners on time, and at Otisville it was about two minutes ahead of time, traveling pretty fast. Mr. BEALS was in the further end of the hindmost car, preferring to ride there in order to get a better view of the country as he passed along. He stood up 15 or 20 minutes near the door, which was open, and while passing around the curves he observed that the cars vibrated considerable on the track, and it occurred to him more than once, that the hind car was liable to be thrown from the track, going so rapidly round the short curves. Prompted by this feeling, for self-preservation he changed his position and took a seat in the next car forward. It was now just getting dark, and the passengers were arranging themselves for the night and many of them were asleep. Mr. B. himself had just "got into position" for that purpose. It was about 8½ o'clock. Instantly he noticed a rumbling sound, which was caused by the dragging of the rear car over the sleepers. His next next sensation was a violent swaying of the car he was in from side to side, and was next thrown from his seat, his head striking the arm of the opposite seat; next he experienced a complete summersault, the car having evidently turned once and a-half over, leaving the bottom of the car uppermost towards the precipice. During the descent there was a loud crash of windows and seats, but he noticed no outcries until they landed at the bottom. He found one of his legs grasped by the hands of a man who was beneath him, and the other wedged in between broken fragments of a seat, so that he could not move; his right arm alone remained free, and by this he drew himself up and remained in a comparatively comfortable position for fifteen minutes. All sorts of outcries now rose on the air. Children were crying for mother and father; parents for their children, and wives and husbands for each other. No one appeared to be able to extricate himself from his horrible position. There were no lights, they having been suddenly extinguished when the cars went over the precipice. From those under the wreck, the cries of distress from all kinds of voices were heart-rending. The man beneath him appeared to be in great distress. Mr. B. finally, by the aid of a gentleman who was the first out of this car, and had removed a plank, (the flooring of the car,) extricated himself from the mass of rubbish. He was not conscious of being wounded except from the blow on his head. He at once commenced with others who were at hand to clear away the fragments of the wreck, in order to extricate those beneath. He first pulled out a lady, and with the assistance of another person managed to get her upon the bank, which was very steep. There were a great many running to and fro, rendering assistance, and he gave them the credit of acting with much coolness and efficiency. He next took from the arms of some person two children belonging to the lady above mentioned, and conveyed them to the mother. They did not cry, and were not seriously hurt. The body of an infant child belonging to this same lady, which was instantly killed, probably by being thrown out of the window, was found above the car, which had passed over and crushed it. The lamentations of the poor mother on beholding the mangled remains of her child were heart-rending.

The locomotive was now immediately dispatched to Port Jervis, about six miles distant, for assistance Meantime the wounded and dead were extricated, and placed, some in the remaining passenger cars, and others on the ground along the track. Materials were gathered, and bonfires lighted, by which they were enabled to see the devastation which the accident had caused. Fortunately, there was a spring at the foot of the precipice, which supplied water to the wounded, and those who escaped injury were constant in their attentions to their unfortunate fellow-passengers

After about an hour the express returned, bringing four or five physicians, with medicines, &c., and by 11½ P. M., all the passengers, with the dead and wounded, were gathered into the cars, when the train started for Port Jervis. Here they were taken out and disposed about among the different houses, the citizens coming forward with great promptness and humanely caring for the wounded. Everything was done to alleviate their distresses.

Mr. BEALS returned to New-York in the train which left Port Jervis at 7 o'clock yesterday morning and stopped at the St. Nicholas Hotel. He received several scratches and bruises about the head and shoulders, and a scalp wound, which was pretty severe.

STATEMENT OF A LADY PASSENGER.

Mrs. JOHN SCOFIELD, residing at No. 178 Franklin-street, and her daughter, sixteen years of age, were passengers on the train to which the accident occurred. They were on their way to Niagara Falls to spend a few days. Mrs. SCOFIELD attempted to get a seat in the hindmost car of the train, thinking that the safest car in case of an accident, but this car being full she took the car next to it. She and her daughter occupied two seats, and had them facing one another. Their seats were the third and fourth seats from the rear of the car on the north side. She was riding on the seat facing the forward part of the car, and her daughter was riding backwards.

A few minutes before the accident, she took off her bonnet and hung it on the hat-rail, and then laid down on the seat to rest herself; and thinking, possibly, she might get a little sleep, she laid her head on the arm of her seat next to the passage-way. A leather reticule, containing her money, she fastened firmly around her arm, having the chain twice about her wrist. She was just getting into a doze, when she suddenly felt a violent jolt. Assured that there must be something wrong, she raised herself up to see what the trouble was, when she perceived that the car was rapidly turning over. She felt conscious that some dreadful accident had occurred, when a terrible, hissing, crashing sound overwhelmed her senses.

She has no idea how long a time she remained unconscious, but when she regained her presence of mind, she found herself in total darkness, and heard, on every side of her, piercing shrieks and groans. Among the agonizing cries, her mother's ear soon recognized the voice of her daughter calling to her, "Mother!" "Mother!" She learned that her child was safe, and fainted.

When she came again to consciousness, she saw the dark shadows of men moving about her, with lanterns in their hands, and the sound of their coarse voices restored her to her senses. Such a harrowing spectacle as presented itself to her gaze, she hopes to be spared ever seeing again. At her feet lay the corpse of an infant, the top of its head crushed by a huge beam, but not a drop of blood marring the pure whiteness of its face. On the opposite side of the car lay the lifeless and mangled form of a man, whom a few minutes before she had noticed full of animation, and earnestly talking politics with his male companions by his side.

It was nearly fifteen minutes before she was pulled out of the fragments of the shattered car. She was completely hemmed in and hardly able to move a single limb. During the accident her reticule had been torn from her wrist, breaking the chain in two places. The marks of the chain are still plainly visible on her wrist, but she felt not the slightest pain at the time. On examining the reticule, $40 in gold which was in it, was missing, but her money in bills still remained. Her injuries comprised quite a serious injury to her spine and bruises upon various parts of her body. She came back to New-York yesterday, and is confined to her bed by her injuries.

EMMA ROE, the daughter of Mrs. SCOFIELD, says she was looking out of the window when the side of the car seemed suddenly to be lifted from the track. Her hand struck with great violence against something, and that was all she was conscious of for some time. Her right gaiter was stripped clean from her foot, but her foot was not injured in the slightest. She came back to the City yesterday with her mother, and aside from the injury to her head, received but a few slight bruises.

STATEMENT OF A CONDUCTOR.

Mr. SHAW, one of the conductors of the Erie Railroad, came down on the 4:45 train, yesterday afternoon, and states that Mr. and Mrs. Brown, of Tioga Valley, are both so seriously injured that it is thought they will die. Their son, four years of age, was killed by the accident. The Rev. Edmund B. Palmer, of No. 18 Poplar-street, Boston, is not expected to recover. Mr. John E. White, of No. 127 Bleecker-street, New-York, is also in a very critical condition, being injured internally. The Conductor of the train was named THOMPSON, and the accident occurred at a portion of the road about six miles from Port Jervis, and not sufficiently near a telegraph station to send the information down to the City until yesterday morning. [Mr. SHAW's list of the killed and wounded agrees with those published above.]

LATEST.

BURIAL OF THE DEAD—CORONER'S INQUEST.

PORT JERVIS, Friday, July 16—11 P. M.

The railroad accident that occurred last night between Otisville and this place was not quite so serious as reported to day in New-York. Six (6) persons were killed outright, as follows:

A son of Mr. BROWN, of Tioga County, aged 4 years, who was buried to-day in this place with due funeral honors.

The child of Mr. R. P. TURNER, No. 299 Ninth-avenue.

Mrs. ADAM RAY, a colored woman, from Binghamton.

Mr. G. W. ROBERTSON, of New-York.

Mr. HARVEY WOOD, of Wellsburg, Tioga County, Penn., and a young gentleman named Mr. SCHULTZ, of Buffalo, were all the killed.

The wounded are thirty-one in number. Mr. JOHN E. WHITE, lawyer, No. 227 Bleecker-street, New-York, is seriously injured. H. F. BATES, lawyer, No. 45 William-street, is also seriously injured. CHARLES BARRETT, Cleveland, Ohio, thigh broken.

The following persons from the Deaf and Dumb Institute at Fanwood were injured: PHILO K. PADDOCK, SARAH A. EASTMAN, NATHANIEL BARNES, VALONA BARRY, JOANNA CHRISTY; they, with Mr. PEET, wife and child, are doing well.

The Coroner's Inquest commenced this morning and adjourned at 8 o'clock to night, to be continued to-morrow. The chief witnesses were the employes of the Road who were on the train at the time of the disaster. Considerable excitement exists in this place. Some people say an axletree of one of the cars was broken. The Company say the rail was broken, to which also the Conductor testifies. The cars fell about forty (40) feet.

Commissioner Read at Manila.

The *Boletin Oficial de Filipinas* finds occasion in replying to some statements of the Singapore *Straits Times*, to present some facts in regard to the visit of the United States Commissioner to Manila. The *Times* attributes the release of SHAPPERD and PORTER, the two Americans imprisoned at the capital of the Philippines, to apprehensions of the naval squadron which attended Mr. READ. The *Boletin* denies the imputation, and enters into a history of the case to show that their discharge was in the regular course of justice, wholly uninfluenced by fear or over-anxious courtesy. The two persons referred to, it will be remembered, ran away, with three others, from the American whaler *Ontario*, Captain LOCKER, in March, 1857, while that vessel was anchored off the Batan Islands. They stole a boat laden with provisions and implements, and, notwithstanding the perquisitions of the master, he was finally obliged to go on his voyage without them. He lodged an information, however, against them, and when, a month after, they were caught, they were imprisoned. One of the number, a native of the Sandwich Islands, was released as not responsible for the offence; and presently after executive clemency was so far extended to the rest as to procure their release, upon the respective Consuls of the countries to which they ascribed their nativities becoming security for their conduct. Mr. GARSWOLD, the American Consul, declined to go bail for the two Americans; they were at last released through the interference of Mr. FARREN, the British Consul. Powers applied for permission to become a resident of the Islands, but it was refused him. When the American squadron came, they took service on board of one of them, and, with the entire assent of the Government, sailed away.

From Montevideo.

We have private advices from Montevideo to May 28. Our correspondent says:

"Business is very dull. Many houses have failed; and, although the crisis seems to have passed, it will be some time before trade is active. The Government appears to be firmly seated in power, and the late revolutionary party perfectly quiet. The want of rain was severely felt until the past ten days, during which it has rained almost steadily. There has been no yellow fever at Montevideo this year. At Buenos Ayres they have had a number of cases, mostly brought from Rio by the steamer. The authorities have been prompt and energetic in their quarantine and sanitary regulations, so that the disease has not become epidemic.

KEPT OFF.—The Castleton Board of Health, at their last meeting, adopted resolutions forbidding all persons working on any infected vessel, or on any vessel detained at Quarantine by the Health Officer, to come within the Quarantine inclosure during the time they continue at such work or for five days after; also, forbidding passengers who may be landed from any vessel at Quarantine to come without the inclosure, or go to New-York City on any of the Staten Island ferry-boats; also, forbidding any baggage landed from any such vessel to be brought outside of the Quarantine inclosure, or taken on board the ferry-boats It was also decided to communicate the resolutions to Dr. THOMPSON, Health Officer of the Port, and request his cooperation in carrying them out.

LATEST BY TELEGRAPH.

The Telegraph Fleet Again Heard From.

The Niagara Spoken on the 27th June.

VERY BAD WEATHER EXPERIENCED.

Two Unsuccessful Attempts Made to Lay the Cable.

ALL WELL ON BOARD THE NIAGARA.

BOSTON, Friday, July 16.

Through the kindness of Captain JOSEPH CUMMINGS, of the ship *Alice Munroe*, from Liverpool, arrived at this port, we have received the following:

AT SEA, Sunday, June 27, 1858.

Lat. 53° 9' N., lon. 33° 15' W., wind west and light and weather hazy, saw two ships heading to the eastward. On looking with a glass, found them to be the United States steam frigate *Niagara* and Her Majesty's ship *Gorgon*, of the Telegraphic Squadron, and as they were lying still, I at once backed ship and stood towards them.

At 11 A. M. was boarded by CYRUS W. FIELD, Esq., and a Lieutenant from the *Niagara*, from whom we received a letter-bag and the following communication, viz.: That the squadron had experienced very bad weather from its leaving port, and were sixteen days reaching their destination, and that they had made two unsuccessful attempts to lay the cable. On the second attempt, the 26th, they succeeded in laying upwards of forty miles, and were going along finely when the communication suddenly ceased at 12:55 Sunday morning, the 27th of June. The ships then returned to the starting point, and were waiting the return of the *Agamemnon* and *Valorous*, and as soon as they met a splice would be made, and another attempt made to lay the cable.

We lost sight of the *Niagara* at 3½ P. M., and as the fog set in soon after I do not think the squadron met before the 28th. The weather since for some days has been foggy and unsettled.

Mr. FIELD seemed to be in good spirits, and thought that they should yet succeed in laying the cable. The stormy weather had interfered much with the success of the enterprise.

One of the ships had sustained slight injury—a coal-bunker breaking loose, by which one sailor had his leg broken and another his arm.

All was well on board the *Niagara*. The machinery worked well and the ship performed well.

INTERESTING FROM WASHINGTON.

Mexican Affairs and the State Department—The Ocean Mail Service—The New Gold Region at Frazer's River—The New-York Custom-House Appointments, &c.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, July 16.

Our relations with Mexico now occupy almost exclusively the attention of the State Department. Secretary CASS says that while Mr. FORSYTH will be directed to remain in Mexico and watch the current of events there, it may be that we shall withdraw from all diplomatic intercourse with that Republic until there is some stable and responsible Government established. The President is anxious to compel Mexico to respect our rights and do justice to our citizens, but he possesses not the power, Congress having failed to confer it. Diplomacy is a mockery with the Mexican Government in her present unhappy condition. Señor ROMA's forwarded dispatches yesterday to his Government, stating the conclusions of Secretary CASS on the subject of forced loans, and recommending that they be discontinued, at least so far as citizens of the United States are concerned.

The Ocean mail steamer service has been the subject of much consideration by the Post-Office Department, and to-day the whole matter continues unsettled. The Department is anxious to have 52 trips per annum made regularly between the United States and the ports of Europe. VANDERBILT will probably get the Bremen contract for 13 trips. The Havre line will perform 13 trips and the Liverpool line 20 trips per annum. This leaves but six trips to be arranged for. SAENZ & Co., of the Old Bremen line, propose making 10 trips to Antwerp, but they are unwilling to engage in a contract for only six trips. The Liverpool line would be given to COLLINS, but he wishes Southampton to be the terminus. This cannot be, as it would involve a violation of the law. It is also understood here that the BROWNS, who own the Collins steamers, prefer selling to engaging in the mail service of the United States. Captain COMSTOCK is now here, trying to arrange for the transportation of the mails in the Collins steamers.

A dispatch received here yesterday by one of the Department, from San Francisco, says:

"The excitement here growing out of the news from Frazer's River, threatens to depopulate our mining districts. Within the last few days 9,000 people have left San Francisco, alone, for the new diggins, and the mining counties with a population of 80,000 must lose at least 25 per cent. of their laborers. You may therefore anticipate a considerable falling off in the amount of gold to be received hereafter from the Pacific."

The author of this dispatch seems to forget that the deficiency from the California mines will be made up by the returns from the newly discovered gold regions on Frazer's River.

The New-York M. C.'s are still fretting about their Custom House appointments, and are trying to make Collector SCHELL serve their purposes. The batch of nominations made by Mr. SCHELL will nevertheless be confirmed by Secretary CASS, unless it be Mr. FREEMAN'S, against whose confirmation the Hon. Mr. TAYLOR most solemnly protests. The earnestness with which Mr. TAYLOR urges his opposition to the appointment to office of Mr. FREEMAN, will, I think, result in the rejection of this gentleman. Mr. JOHN COCHRANE is also quite incensed at the course Mr. SCHELL has taken in preparing his list of new appointments for the action of the Secretary of the Treasury.

Q.

The Heated Term—Rain—Capitol Grounds and Buildings—Captain Meigs—Senators Brown, Bell and Trumbull—Illinois Politics—The President.

Correspondence of the New-York Times.

WASHINGTON, D. C., Friday, July 16.

It has been too hot for the past two or three days for the manufacture of news. Nobody has stirred out of doors who could help it, and people who live upon streets or avenues have been busily at work trying to keep cool and clean. The wind has blown a southwesterly gale for forty-eight hours, driving the dust in great, angry clouds through the streets, and into the stores and houses. There has been literally no place where a man could keep both cool and clean. By opening windows one could get the gale, but with it came the blinding and smothering dust. So we have been obliged to content ourselves with sitting in darkened and close rooms, and using fans. Such is life in Washington during "the heated term."

The appearance of the Capitol grounds for the last week has been a sickening contrast with the same at the time Congress adjourned. Then they were green and beautiful—now dead and yellow with the drouth, and covered up inches deep with a dozen layers of avenue dust.

But last night came a dash of delicious rain, not enough, but a generous sprinkle of it, which was our parched throats and made us, I trust, very grateful. A long, soaking rain is needed to revive the grass and the corn—and is coming gently down to day.

The Capitol buildings are progressing slowly. But few men are employed upon the dome. Capt. MEIGS keeps a large number of workmen engaged upon the northern wing, however, and the new Senate Hall will be completed by the first of next December, and in a more elaborate style than that which [illegible] Washington like a blast-pot. Here the thermometer went up for the hot weather. The politicians were [illegible] with rare assiduity. Among the [illegible] Senator BROWN, of Mississippi, [illegible] Canadian trip, and looking as usual [illegible] Senator BELL, who I believe [illegible] and Senator TRUMBULL, of Illinois. The [illegible] gleman "keeps house" in Washington, and will [illegible] till about the first of August, when he will take the stump in opposition to his old enemy, Mr. DOUGLAS.

The friends of the latter feel sanguine of the re-election to the Senate, while the Republican politicians of Illinois are equally sanguine of his defeat. There can be no manner of doubt but an effort has been made to reconcile the Senator and the President. Still, there is enmity between them, though it may be smothered for the sake of the party, temporarily. It is rumored on the streets that Colonel FORNEY, too, is included in the scheme of proscription, it is so necessary to carry Pennsylvania next Fall. But this rumor is without confirmation. The Colonel was an old friend of the President, and has spoken with him. Remember, he was Mr. BUCHANAN'S rival, and he cannot feel the bitterness towards him that he does towards an old friend, who has been enlisted to destroy him and effect his overthrow with great, though deserved, severity.

The *Star* thinks that Mr. BUCHANAN need be no [illegible] over the fact that he can find no pleasant [illegible] spot to live in on the Saskatchawan Indian [illegible] the *Star*—he remarks "no gentleman of gentlemen who have axes to grind." The journal goes on to state that the recent sickness of the President was caused by the persistency of this army of office-seekers. But, in spite of the *Star's* article, I doubt if the President finds that the wails of the military are any greater than from the office-seekers. Indeed, it is rumored that all this time he is never permitted alone two or three days—that relatives to Buchanan, Breckinridge, Slidell, Senator JOHN SLIDELL, or General DIX? Or is Mr. BUCHANAN to be the leading man for the French Court? To settle these questions troubles our venerable President, and notwithstanding he lives in a cool and pleasant retreat, "an avalanche of gentlemen" still plague him within an inch of his life.

ETC.

The Utah Expedition.

GEN. HARNEY WAITING FOR DESPATCHES—INDIAN TROUBLES—MOVEMENTS OF MORMONS.

ST. LOUIS, Friday, July 16.

Letters from Fort Kearney, June 30, say that General HARNEY's head-quarters had been encamped there six days in expectation of the arrival of new instructions from the War Department.

A teamster had been tried and acquitted on the charge of inciting his companions to rob Capt. HANCOCK of $60,000 under his charge for meeting incidental expenses.

Colonels MAY and MORRISON had passed Fort Kearney. The latter gave General HARNEY his dust colors as Brigadier-General.

A postscript to the letter says that an express had arrived, but brings no advices from Washington. We shall resume the march to-morrow.

The Independence mail, with dates to the 10th ult., from Santa Fé, has arrived. The news is unimportant. A difficulty has occurred growing out of the persistence of the Indians in driving stock and horses upon the hay ground known as Small Camp, near Fort Defiance. Major BROOKS had been obliged to send a company of soldiers to drive the herds off and protect the grounds from encroachment.

Several cattle and ponies were killed by the soldiers, and a skirmish occurred between the troops and Indians, but none of either party were killed or wounded.

We have dispatches from Leavenworth to the 12th inst., per U. S. Express to Bonneville, saying that an express arrived here to-day from General HARNEY, who was on the 8th inst. encamped seventy-five miles beyond Fort Kearney. Colonel MORRISON'S column was beyond the south fork of the Platte, and Colonel MAY was a short distance in the rear. The head-quarters and all the columns were well and in splendid condition.

A dispatch dated Nebraska City 9th inst., says that just arrived from Fort Kearney report that the officers of the Fort had received the intelligence that General JOHNSTON had entered Salt Lake City with his troops. This, however, is probably a mistake.

The Indian Troubles in Florida.

AUGUSTA, Ga., Friday, July 16.

Tampa advices of the 10th instant have been published. The Charleston of that city reports that Captain MCNEIL had succeeded in having a talk with the Chief of the Tallahassees on the 5th, and that the prospects were favorable for their removal to the West.

Suicide of a Surgeon Accused of Malpractice.

ELMIRA, N. Y., Friday, July 16.

Dr. O. D. WILCOX committed suicide here to-day. He had amputated a leg for a man by the name of HAMMOND, in the town of Chemung, who soon afterwards died. Dr. W. was then charged with malpractice and criminal proceedings instituted against him, and immediately after the Sheriff served the papers on him this morning he took some deadly poison and died in half an hour. The Coroner is now holding an inquest over his body.

From Albany.

RESPECT TO THE MEMORY OF JOHN F. WILDER—MURDER.

ALBANY, Friday, July 16—6 P. M.

The Trustees of the Dudley Observatory, and other public bodies, met to-day, and passed resolutions of respect to the memory of Mr. JOHN F. WILDER. The flags of the City are generally at half-mast, and much depression is felt in all circles at his death.

The body found on the Schenectady Turnpike, supposed to have been murdered, has been identified as that of a respectable man named MOSES LASHER, who was on his way to visit his son in this city.

The Arabia Outward Bound.

HALIFAX, Friday, July 16.

The R. M. steamship *Arabia* sailed from this port at

DRY GOODS.

GREAT CONSIDERATIONS

DRY GOODS.

PUBLIC MEETINGS

DENTISTRY.

GROCERIES AND PROVISIONS

SPORTING.

BUSINESS CHANCES.

COURT OF GENERAL SESSIONS.—JULY 16.

James Moore, charged with stealing 10 pieces of mahogany, who had been sent to jail on the 14th inst., was brought out to be tried.

Levi Reuber, guilty of the manslaughter of John Hagerty, was brought out to receive sentence.

Mr. Webster, counsel for the prisoner, addressed the Court in mitigation of punishment. He referred to the circumstances of the case, to prove that the prisoner was in a state of intoxication at the time he committed the act. He was a young man, and had been a sober, industrious man. He had a wife and children, who were now in a destitute condition. He hoped the Court would not pass upon the prisoner the full penalty of the law.

Mr. Parke, the former counsel of the prisoner, also addressed the Court in mitigation of punishment. He referred to the character of the prisoner, and to the circumstances of the case, to prove that the prisoner was not a man of violence, and that he had no intention to commit the murder. He hoped the Court would not pass upon the prisoner the full penalty of the law.

Mr. Parke, on the direction of the Court, read the 4th section of the act of Assembly, which provides that the punishment for manslaughter shall not exceed seven years' imprisonment, and not less than one year.

The Court then sentenced the prisoner to be confined in the Penitentiary for the term of seven years.

Mr. Webster, counsel for the prisoner, moved that the sentence be suspended, and that the prisoner be admitted to bail, in the sum of $1,000, pending the motion for a new trial.

The Court refused the motion.

Mr. Parke, on the same side, moved that the prisoner be admitted to bail, in the sum of $1,000, pending the motion for a new trial.

The Court refused the motion

The New-York Times.

NEW-YORK: SATURDAY, JULY 17, 1858.

THE NEW-YORK TIMES.

The DAILY TIMES is published every morning,—price two cents; served at all the carriers' routes; mailed, for Five Dollars a year.

The SEMI-WEEKLY TIMES—Three Dollars a year; two copies, to one address, for Twenty Dollars; twenty copies, to one address, for Seventy Dollars. Any person ordering up a Club of twenty or more, will be entitled to an extra copy.

The terms must invariably be in advance.

All letters to be addressed to the "NEW-YORK TIMES, New-York City."

Amusements this Evening.

ACADEMY OF MUSIC—Afternoon—PRESENTATION MATINÉE.

BURTON'S THEATER—MACBETH'S TORMENTS—COLUMBUS IN PARLIAMENT—THE GALLIANT FRENCH CAPTAIN AND THE MAID OF MORLAIX.

WALLACK'S THEATER—IRISH ASSURANCE—THE LOVE ANNUAL.

BARNUM'S AMERICAN MUSEUM—Afternoon and Evening—WOMAN, the WONDER and VENTRILOQUISM.

WOOD'S BUILDING—SERIOCOMIC MINSTRELSY—PANDEMONIUM ON THE DEVIOUS RIVER.

PURDY'S NATIONAL THEATRE—CONFLAGRANT—WOMAN THE GREAT—FIRST PEEP AT A WOMAN.

NIBLO'S GARDEN—GRAND PROMENADE CONCERT D'ETE.

Ocean Steamers.

The City of Washington leaves N.Y. for Liverpool July 17
The Arctic leaves New-York for Liverpool..... July 17
The Africa leaves New-York for Liverpool..... July 21

Mails Close at Post-Office.

[illegible] and Canada..... 3½ P.M.
[illegible] Rail Road..... 8½ A.M. and 3½ P.M.
[illegible] Mail..... 4 P.M.
[illegible] Rail Road..... 8½ A.M. and 3½ P.M.
[illegible] Mail..... 4 P.M.
[illegible] by Railroad..... 8½ A.M. and 3½ P.M.
[illegible] by Steamer..... 4 P.M.

NEWS OF THE DAY.

The Atlantic Telegraph Fleet has again been heard from, and under circumstances which augur badly for the success of the enterprise. The ship *Alice Munroe* arrived off Boston harbor yesterday, and her captain reports that on the 27th of June, in latitude 53° 9', longitude 33° 15' west, she fell in with the steam-frigate *Niagara* and Her Majesty's ship *Gorgon*. His vessel was soon after boarded by CYRUS W. FIELD, Esq., and a Lieutenant from the *Niagara*, from whom he learned that the Squadron had experienced very bad weather from leaving port, having been thirteen days reaching their destination, and that two unsuccessful attempts had been made to lay the cable. No particular is was given as to the first attempt, but on the second, which was commenced on the 26th, 40 miles were paid out by the *Niagara*, and everything was going on finely, when communication ceased at 12:56, Sunday morning, the 27th, and the ships immediately returned to the starting-point, where they were awaiting the return of the *Agamemnon* and the *Valorous*, when spoken by the *Alice Munroe*. Another attempt was to be made immediately. Mr. FIELD is reported to have been in good spirits, with little doubt as to the ultimate success of their efforts to lay the cable.

A terrible accident occurred about 9 o'clock of Thursday evening on the Erie Railroad. The locomotive of the express train which left New-York at half-past five P. M., when near Shin Hollow, six miles this side of Port Jervis, running at great speed, struck a broken rail, jumped it, carrying the baggage car and four passenger cars safely over, but the rear cars were thrown from the track, the coupling between them and the cars ahead broke, and the two rear cars were pitched headlong down an embankment 40 feet high. Six persons were killed outright, all of whom were in the rear car. The dead are a son of Mr. BROWN, of Tioga County; the child of Mr. R. P. TURNER, of No. 299 Ninth-avenue, of this City; Mrs. ADAM RAY, (colored,) of Binghamton; Mr. G. W. ROBERTSON, of New-York; Mr. HARVEY WOOD, of Wellsburg, Tioga Co., Pa.; and Mr. SCHULTZ, of Buffalo. Besides these, 31 persons were injured more or less seriously, while a score of others were somewhat bruised. The Coroner's inquest was commenced yesterday at Port Jervis, and is to be continued to-day. The remains of Mr. ROBERTSON and Mrs. RAY were brought to New-York last evening.

The Royal Mail steamship *Canada* arrived at Halifax yesterday, having been detained fifty-five hours by fog off Halifax harbor. The commercial advices by the *Canada* and the main points of her news were published on Tuesday morning, received by the way of Cape Race, but we receive fuller details from Halifax. The British Revenue returns for the year ending on the 30th of June show a falling off of over £5,000,000. The decision holding the steamer *North American* liable for the damages occasioned by her collision with the American ship *Leander*, had been affirmed by the Judicial Committee of the Privy Council. The affair of Montenegro and the hostile state of diplomatic relations between France, Turkey and Austria, are continuing quite serious, France having sent an ultimatum to Turkey, in the event of the rejection of which she would immediately increase her naval force in the Adriatic. The new Spanish Ministry is constituted as follows: O'DONNELL as Minister of Foreign Affairs, MADRUEDE as Minister of Justice, SALAVERRIA as Minister of Finance, DARDEDA as Minister of the Interior, and NOEDDA as Minister of Marine. It is said that CONCHA, the Captain-General of Cuba, has complained to his Government of the insults of the English in reference to the Slave-trade question, and it is also reported, in the Madrid journals, that the Spanish Government intends to call on England for explanations as to the gratuitous insults to which Spain has been subjected, by Lord MALMESBURY and others, in the debates in the House of Lords.

The intelligence from Mexico is interesting. Gen. OBELLO, the commander of the Government forces, had died; and the selection of a successor had not been made. The results of the earthquake of the 12th ult. were extremely disastrous. A number of buildings were destroyed in the city of Mexico, and much damage done in the valley. Serious calamities had also occurred at Guadalajara, Jalapa, and other points. The decree in regard to the obnoxious Imposts has been repealed.

From the Dominican Republic we have the confirmation of the retreat of BAEZ, with the articles of capitulation, and his proclamation. The documents will be read with interest.

The proceedings of the Board of Councilmen on Friday evening had reference chiefly to questions of sewerage, flagging, and the repair of sidewalks. Councilman ROSE presented a preamble and resolution setting forth the grievance of the market gardeners as to the want of space for the sale of their produce, and calling for inquiry as to the necessity of making provision for their accommodation, which resolution was adopted. An attempt was made to legislate upon the question of the payment of members of the Common Council at the rate of $5 each session, and the opinion of the Corporation Counsel is asked as to the legality of such action. The Board meet again next Tuesday.

A decree of divorce has been granted by Judge SUTHERLAND, in the case of ESTELLE ANNA LEWIS vs. SYLVANUS D. LEWIS. The circumstances authorizing the divorce are detailed in the order of Course, published under our legal head this morning.

The sales of Cotton, yesterday, reached 3,000 bales. Market very firm. Flour was moderately dealt in, while Wheat and Corn were in good request at about previous prices. Provisions attracted considerable attention, and Pork advanced. Coffee, Sugars and Rice were brisker. There were heavy sales of Pimento, in part for export. Freights were quiet, parties having disagreed about rates.

UNFAVORABLE NEWS FROM THE TELEGRAPHIC FLEET.—By the arrival of the ship *Alice Munroe* at Boston, yesterday afternoon, we have news from the Telegraphic Fleet, but of a nature by no means encouraging. It seems that the cable was joined, the second time, on the 26th, and the *Niagara*, in company with her tender, the *Gorgon*, had proceeded forty miles in laying the Cable, when the electric communication suddenly ceased, when the *Niagara* returned to the starting point, where she was waiting, with her tender, for the *Agamemnon* to recommence operations. But the weather has not since been favorable, and as it is now more than a fortnight since the *Niagara* was seen

Trade with Central America and with the States of the South Pacific, via Isthmus of Panama.

Without the Panama Railroad the development of the commerce and resources of Central and South America would, of necessity, have been exceedingly slow, and, so far as this country is concerned, would have remained, as it had been for nearly two centuries, almost a sealed book. But in the completion of this great national work, which was found to be a necessity in the transportation of California freight and passengers, an unexpected amount of business started up from collateral points, which is likely, in time, to equal, if it does not exceed, the business for which the road was originally projected. Already, in fact, the freight transportation of the road is nine-tenths of it, made up of merchandise from England for the various ports of South America on the Pacific side, and of the products of South and Central America which are returned—a large proportion of the latter still being in the hands of English merchants. The managers of the Railroad Company saw the necessity of employing steamers to run regularly from Panama to the ports of Central America, and they placed the steamship *Columbus* on the route, with a gentlemanly and efficient commander, (Capt. Dow,) in order to establish confidence, and give to that hitherto-neglected portion of the Continent an opportunity to profit by direct and reliable communication with our markets. The results have been most gratifying. The people everywhere hailed the establishment of the line with lively satisfaction, and a new and powerful impulse was given to business of every kind. After a few trips, the amount of freight and passenger travel was found to be steadily increasing, and it has now grown to a business which, before long, must necessitate the employment of another steamer.

The following is the time of the departure of the *Columbus* from and her arrival at each place:

DEPARTURE		ARRIVAL	
From Panama, the	16th	To Punta Arenas, the	19th
From Punta Arenas,	20th	To Realejo, the	22d
From Realejo, the	22d	To La Union, the	23d
From La Union, the	23d	To La Libertad, the	23d
From La Libertad	24th	To Acajutla, the	24th
From Acajutla, the	25th	To San José, the	29th

Returning, the steamer calls at the same ports, remaining from one to two days each, so as to receive and deliver the mails and freight, and arrives back at Panama on the 6th of the month, making the round trip in about twenty days.

The establishment of a line of sailing vessels between New-York and Aspinwall was found to be an essential chain in the line of communication, and five brigs have been placed on the route by the Panama Railroad Company, whose days of departure are so arranged that one is always on the berth to receive cargo. These vessels are from 250 to 300 tons burden, built in a superior manner, and every way adapted to the trade in which they are employed. They sail from New-York at intervals of 10 and 12 days. Since the opening of the line, between two and three years, they have made 47 entire voyages, the outward passage averaging 21 days, and the homeward passage 27. During all this time they have met with no casualty by which any cargo has received damage. They carry out cargoes for Central America and the Pacific coast, including San Francisco, consisting of flour, provisions, dry goods, tobacco, fish, a good deal of dressed lumber for building houses, hardware, ships-tores and ship-chandlery. Their return cargoes consist of coffee, indigo, cochineal, hides and India rubber, from Central America; goat skins, copper and copper ore, from Peru; sarsaparilla from Nicaragua; cocoa from Guayaquil orchilla weed, (a kind of dye wood,) of which large quantities, also, go to England *vid* Cape Horn; whale oil from small whalers, which come into Panama Bay, and tranship it home *vid* the Railroad; and whalebone from the Sandwich Islands *vid* San Francisco. Sugar from Salvador is also a considerable article of trade, and in the course of a few years is destined to be exported in large quantities from that country.

By these brigs through-bills of laden are given to San Francisco and Central America. The dog-in-the-manger policy pursued by the English steamers running between Valparaiso and Panama, by which they *refuse* to connect with our California steamers, is the only obstacle in the way of a perfect line of mail and freight communication with that portion of the Pacific Coast. This course, however, is fast bringing our Government to discover the absolute necessity of a line of steamers of our own to ply between Panama and Chili. The steamer *Star of the West* arrived at Aspinwall on her last trip out with very important dispatches for the American Minister in Chili. The English steamer from Panama, however, departed just fifteen minutes before the *Star of the West* was announced at Aspinwall, thus compelling a delay of a month in these dispatches and other mail matter, and detaining the passengers for the different ports of South America.

The Last Disaster on the Erie Railroad.

We publish this morning the harrowing details of another terrible disaster on the Erie Railroad, near Port Jervis, by which ten or eleven lives were instantly lost, and some forty or fifty passengers badly injured. We have not, as yet, the full particulars of the calamity which will be furnished by the Reporters we have dispatched to the scene of the disaster, but from all that we can gather, the cause of the accident appears to have been the breaking of a rail, by which two of the passenger cars were precipitated down a bank forty feet high. From the account of the disaster, given by the Rev. Mr. PRIME, of the *Observer*, whose letter we publish, it appears that the train was going at so rapid a rate as to alarm the passengers before the accident occurred. The section of the road where this terrible disaster occurred appears to have been laid with a very inferior quality of rails. It was not far from this very spot that a similar accident occurred in January, 1857, when two passenger cars were precipitated down an embankment into the Delaware, by a broken rail. On that occasion the engines and tender, as well as the passenger cars, were thrown off the track; but yesterday the entire train appears to have passed over the broken rail, and only the two last cars were thrown off. If the coupling of the cars had not parted, it is probable that the entire train would have been precipitated down the embankment. We refrain from further comments on this shocking disaster, until we are in possession of more definite information as to the cause which led to it.

The Fugitive Slave Question.

In another column we give a communication from Mr. JAMES, Judge of one of the Courts of Liberia, which confirms the statement that the emigration scheme of the French Government had assumed the worst features of the Slave-trade. The main object of Mr. JAMES' testimony is to relieve the President of the Republic from the charge of licensing the shipment of apprentices, in the case of the *Regina Cæli*, which, it will be seen, he does not perfectly succeed in accomplishing. By his own admission, the assent of President BENSON was, in the first instance, secured for buying or stealing the negroes, who were only saved from direct and instant shipment to the Isle of Bourbon by a requirement that the vessel should return to Monrovia and secure passports for the recruits. There does not seem to be any proof that such was not the intention of the Commander of the *Regina Cæli*; for, while the vessel was still receiving negroes, the revolt occurred, the crew was murdered by the blacks, and the ship taken possession of by the *Ethiope*, a British steamer, and carried to Liberia. This account is confirmed by Mr. M. T. CHESTER, who resided at the time at the scene of the negro enlistments; and by the Hon. E. J. ROY, a member of the Liberia Senate, who personally assures us that no money could have been paid into the Treasury of the Republic by the French vessel without his knowledge, and that he has no knowledge of any payment having been made. All three of these witnesses, however, accord in the admission that the *Regina Cæli* was armed with the permit of President BENSON; and in the denial that any of the negroes shipped were emigrants from the United States. This may be regarded as the case made out by the Liberian Government.

The French Government presents the matter with essential differences. The report of the Ministry of Marine informs us that the *Regina Cæli* proceeded to Liberia, apprised the President of its objects, and received his fullest assent. That official even obtained a promise from the skipper that he would confine his drafts to the Liberian coasts. The Captain then paid into the Treasury 1,564 piastres in full of passport duty, and entered a portion of his cargo, which he expected to bargain off for his black recruits at Monrovia itself. The *Regina Cæli* proceeded to Cape Mount where the events already stated had transpired. Nearly three hundred blacks were obtained, they mutinied, and finally the ship was carried back to the capital. We quote from Admiral HAMELIN'S report, as cited by Lord MALMESBURY in the House of Lords:

"The *Regina Cæli*, a vessel sent to the West Coast of Africa under the command of Captain SIMON, with a view to obtain free laborers for our Colonies, arrived at Cape du Monte on the 29th of October last. *The chief of that place strenuously urged Captain Simon to select for his operations that portion of the coast above all others*, and they both proceeded to Monrovia, the capital of Liberia, in order to settle the preliminaries of the affair. *The President of that Republic, on learning Captain Simon's plan, approved it so highly that he persuaded that officer to carry out his operations exclusively in the territory of the Liberian Republic. Captain Simon hastened to pay into the hands of the local authorities the sum of 1,564 piastres, as passport duty for the four hundred free laborers with whom it had been agreed he should be supplied in the space of forty days.* This fact, by the way, conveys a good idea of the value to be attached to the recent protests of the Liberian authorities on the subject of our emigration, and on which the British Ambassador at Paris laid such stress, in opposition to our own convictions. Be this as it may, the enlistment of emigrants was carried on with the greatest facility and the greatest care, under the superintendence of the Liberian authorities, as well as of the agent of the French Government. 271 emigrants had already arrived in the roadstead, and the rest of them were ready to embark, when, on the 9th of April, while the captain and the Government agent were ashore, a quarrel arose on board between a negro cook and one of the emigrants, which caused a scuffle, and ended in a general fight between the emigrants and the crew, in which the second in command of the ship and 11 of his men were massacred by the emigrants."

We are sorry that we see no reason to doubt the complicity of President BENSON in the business. That circumstance is common to both statements. True, Mr. ROY was unapprised of the pecuniary portion of the transaction, and Mr. CHESTER is of opinion that the alleged sum was nothing more than the usual duties paid upon the goods entered; but this is merely setting ignorance of the facts, or speculations in regard to them, against explicit averments of those most likely to know. It is also well known, and admitted by Mr. CHESTER, a resident, as we have said, of Cape Mount, that a French vessel, preceding the *Regina Cæli*, had obtained a similar license from the Government, and had, in like manner, bought a cargo of stolen and reluctant blacks, whom it had carried off with the usual circumstances attending the Slave-trade. In licensing the *Regina Cæli*, therefore, the Government was fully advised of the character and purport of the traffic, and sinned deliberately.

For there can be no doubt that the action of President BENSON amounts to a crime—a crime against the cause of human charity, against the negro race, against the Liberian Republic. At the cost of a nation's charity, for the sake of the negro, and to erect a bulwark against the revival of the Slave-trade, the colony was established. For a long time these capital objects were nullified by the craft and adroitness of the Portuguese and native traders; and now, when abuses from this quarter have been extinguished, we have the same evil revived under the patronage of the Colonial Government itself. We again call the attention of the Colonization Society to the subject. There is nothing to differentiate this compulsory emigration scheme from the old-fashioned Slave-trade. If enforced servitude for life be a violation of human rights, which ought to be withstood, enforced slavery for ten, fifteen or twenty years is equally so; for the question is one of right, not of time. Unless, therefore, the Society choose to bear the odium of abetting the revival of the abominable traffic in slaves, let them call President BENSON to a severe reckoning, or else suspend further migration from this country. The path of duty seems unmistakable.

The Mexican Impost.

Every day produces some restatement, apparently from official sources, of the actual attitude assumed at Washington touching the Mexican question. It might be supposed that, alarmed at the reception of the first *miniseric* of Judge BLACK, the thing was undergoing successive modification, in the hope of finally adapting it to the popular temper. In the latest presentation we are advised that the Attorney-General and his clients, the Executive, does not view the tax as a "forced loan," but as a "compulsory contribution," and that while not indorsing the course of Mr. FORSYTH, he is instructed to remain and persist in it. While the ground of the illegality of the "contribution" is not traversed; while it is not ventured that we have any fair ground of complaint, the Envoy is to meet every exaction of the impost with a formal protest. The force of diplomatic pettifogging can go no further. It is needless to say that every tax is, in its very nature, a compulsory contribution; compulsory, because it admits of no alternative, imposed solely for the maintenance of government. The value of the synonym thus laboriously hunted up and solemnly promulged by the Cabinet, is immeasurable. It is not, however, practical; yet it constitutes the only ground from which Mr. FORSYTH can discharge his volley of protests, unless he is to proceed upon no ground at all, which, perhaps, would be the master platitude of the series.

Happily, the action of the Zuloagist government relieves ours from the results of its impolicy. The enforcement of the penalties for the non-payment of the tax has been suspended. With the cessation of the compulsion the tax necessarily ceases, and with it the international question. A small share of sagacity might have suggested to the Administration the trifling and ephemeral nature of the matter, and prevented it from betraying them into such palpable mistakes. Nothing is more distressing than to commit great blunders on insignificant occasions.

The Indians and the Army.

We publish in another column a brief, but a very sensible and suggestive, communication from Mr. D[illegible]T, formerly Superintendent of Indian Affairs in Oregon, in reference to the present difficulty with the Indian tribes in Washington territory. Mr. DART'S experience and ample opportunities for knowing the ways of the Indians of the Northwest entitle his suggestions to respectful consideration. But we can hardly anticipate any deference to the advice he gives by the Administration. It is too cheap and practicable, and will not afford room for army jobs and contracts. He succeeded, while in Oregon, in conciliating the Indians by a withdrawal of the military altogether, and he recommends now that, instead of sending reinforcements of soldiers and muskets, the Government shall send one-quarter the cost of a military force in the shape of presents. But the old line of policy will, of course, be pursued, and Colonel STEPTOE'S disastrous defeat will give rise to a very energetic demand for the dispatch of more troops to the scene of hostilities. Doubtless this will be necessary to meet the present exigency, but if a military force be necessary at all, a very differently constituted body should be sent than what is usually employed. In the first place, the regular army is composed of bad materials for fighting purposes. The Irish and Germans who mainly compose it are as good troops as can be found in the world when enlisted in a cause which commands their sympathies and has any traditional claims on their devotions. Our service has no such claims on them, neither those of country, religion nor honor. Moreover, we do not enlist the best men of either of those nations. Our recruits are drawn mainly from a class who, even having emigrated to better their condition, still find their fortunes desperate, and put on our uniform as a *pis aller*. Those who, in a country like ours, can find no better means of earning a livelihood than is afforded by soldiering on the frontier, are certainly not a very valuable body of men, as far as morals is concerned.

By dint of discipline and good officering they fight reasonably well in battalions; but to fight frontier battles in frontier position, a sort of prowess is needed, which neither drill nor discipline will supply, and above all, not those of the regular army. There is no species of fighting which requires so much self-reliance, individuality and independence. Each man has in it to act for himself, to rely on his own resources in all details, upon his own coolness, quickness and keenness. Neither his officers nor his comrades can do much for him. Now, these are the very qualities in which regular troops are wanting. Their whole strength lies in their being in line or column, or acting in machine-like concert with hundreds of others. The formation once broken, as it must always be broken in frontier war, sooner or later half their value is gone. There is nothing of which our military history has furnished more proofs than of this. At BRADDOCK'S overthrow, the Virginia Irregulars were the only portion of the force which made the least attempt at a stand. When BURGOYNE made his irruption into this State, accompanied by a large force of Indians, WASHINGTON, feeling certain that GATES' Regulars, Americans though they were, could make no head against them in the woods, dispatched MORGAN'S Riflemen—an irregular corps made up of back-woodsmen and hunters—from the Jerseys, at great risk and inconvenience to himself, to cope with them. The result was that in the very first action after MORGAN'S arrival, the savages received such an exemplary thrashing in their own fashion, that they deserted *en masse* in disgust.

In the same manner, after the devastation of the Wyoming Valley, it was volunteer irregulars that were selected to drive the Red-Skin mauraunders into Canada. The most decisive defeat, except the siege of Yorktown, inflicted on the British in the South, where the country was so thickly wooded that manœuvering was out of the question was at the battle of King's Mountain, where FERGUSON, with the advantages both of position and numbers, and discipline on his side, was assailed by nine hundred hunters and backwoodsmen, without officers or organization of any sort whatsoever. In short, it may be safely affirmed that the necessity of adhering to orders in bush-fighting, is an immense disadvantage. Regular armies fight actions on the understanding that every man's position, needs, and aims in each regiment or battalion are precisely the same; but, in frontier war, each man is a division in himself, has his own peculiar difficulties to contend with, and must, so far as the action of the moment is concerned, be his own colonel. Of course this does not do away with the necessity of adherence to one plan of attack in its leading features, and of the careful general prearrangement of all operations.

This individuality and independence so necessary in frontier war can be found nowhere so well as amongst the native population. There is no way in which Indian forays can be so cheaply punished and repressed as by patrols of well-mounted irregulars, such as the Texan Rangers were, well paid and enlisted for short periods. On all the frontiers there are thousand of hardy adventurers, for whom this life has irresistible charms, and to whom an Indian battle is as good as a feast. To refuse to avail ourselves of their services, and insist on bringing into the field in their stead raw Irishmen and Germans, who probably never mounted a horse, or handled a weapon, or saw a forest until their arrival here, is one of those extravagant absurdities of which only Governments can be guilty. They can be had for less wages, no doubt, but as they can't do the work at all, they are horribly dear at any wages whatever. Our standing army, drilled as it is, is only of service [illegible] the Indians, where the soldiers [illegible] and unremunerating possible and necessarily; and there it should be kept.

The Hoboken Slaughter Romance.

LETTER FROM MR. PRIME, GIVING A FULL AND TRUE HISTORY OF HIS BETROTHAL, AND SHOWING HOW THE COURSE OF TRUE LOVE NEVER DOES RUN SMOOTH.

RAHWAY, Friday, July 16, 1858.

To the Editor of the New-York Times:

DEAR SIR: As my name has been dragged before the public, in connection with the so-called "Hoboken Romance," entirely against my will, and, as some of the statements reflect unjustly not only on my character, but upon some of my friends, I feel reluctantly called upon to make a concise statement of the real facts, so far as it does not interfere with the legal proceedings, which are conducted by my attorneys, Messrs. CLEGG & SEMMES, in whom I have the utmost confidence.

In regard to the reflection on my moral character, it is unnecessary for me to answer, as I am too well known in Hoboken to render that necessary. The most respectable citizens there will attest to my good standing, and, certainly, no act of mine in this matter, as it really happened, will lower me, I hope, in their estimation.

In September, 1855, I arrived in Hoboken from Hamburg, having been previously engaged and sent for to take charge of the Riding School there, as teacher. I soon after became acquainted with the family of Mr. HARTUNG, and was a frequent visitor, though I never boarded in the house. The attachment which was formed between Miss LOUISE HARTUNG and myself was expressly sanctioned by her parents, and I was introduced by them to the friends of the family, as the betrothed of their daughter. This was two years ago, and it was understood that the marriage should be postponed a year, on account of the age of LOUISA.

Subsequently the parents became apparently prejudiced against me, but my interviews and correspondence with LOUISA continued uninterrupted, the engagement always existing between us. About two months ago I had an interview with her as usual, about a week after which I was informed from a reliable source that she had been engaged by her parents to a Mr. LOUIS MULLER from Giesen, in Germany, a clerk in the employ of Mr. HERMAN BOKER, and I had no further communication or interview with her until I received a letter from her on the 17th of June last, asking me to meet her the same evening. The letter was in the German language, of which the following is a true copy:

"DEAR WILLIAM: All you have heard of my breach of faith and promise will appear unimportant to you, compared to what it is your fate to learn from me. We must, perhaps, part, and then forever. Believe that I am false and heartless if you will; I will myself seek no excuse, no extenuation for broken faith and vows. But, O! WILLIAM, it is painful for me to think that I am regarded by you as false, and therefore I will tell you all—yes, all—how it is come, and perhaps you will then find me not so guilty as you think, and forgive me. I will then submit to the will of God. To-day will be, perhaps, the only opportunity I shall have to see you, as I go on a visit to LOUISA'S, on the hill. I will then expect you, but only, if your time allows, between 7½ and 8 o'clock, at the same place where we met last year.

LOUISA.

This evening, on the hill, between 7½ and 8 o'clock, you shall learn everything from your LOUISA herself."

Under the circumstances, I thought proper not to see her without witnesses, and accordingly invited Dr. DIEFENBACH and Mr. LANDERS, to accompany me. She was accompanied to the place of meeting by Miss AMELIA RIESE. All that occurred was in the presence and hearing of one or the other of these witnesses. After being informed by her that she had been engaged against her will to Mr. MULLER, and that she would probably be compelled to marry him by her parents—though she did not love him, and professed to love me only—I agreed to the proposition to marry her that evening. She then requested Dr. DIEFENBACH to call upon a minister, whose residence she pointed out, to perform the ceremony. Dr. DIEFENBACH informed the minister that the marriage was to be without the consent of the young lady's parents; whereupon the minister asked her age, as the laws of New-Jersey, he said, required her in that case to be 18 years of age. We were then called up, and I informed the minister that Miss HARTUNG was not 18 years old till August next. We therefore could not be legally married in New-Jersey, and made an appointment to meet in New-York the next day, when we accordingly met and were legally married by the Rev. Dr. SCHRAMM, of St. George's Chapel.

After having several photographs taken of us both, my wife went back to her parents' house. As she was going in about a week after to Poughkeepsie, on a visit to her aunt, it was agreed between us that she should remain meanwhile at her parents', and that I should prepare a home for her, and meet her at Poughkeepsie.

On the 25th of June she went to Poughkeepsie with her mother—her mother returning the same day, and leaving her there.

On the morning of the 26th I wrote a letter to Mr. HARTUNG, informing him of our marriage, and requesting an interview—but received no answer.

On the same day, after my letter to Mr. HARTUNG, Mr. MULLER with a friend proceeded to Poughkeepsie, when the same evening the unhappy second marriage was performed by Judge NELSON, of that place—but under what circumstances, or by what means brought about, I am unable to say, or indeed to conjecture. The means must have been of no ordinary kind, and my greatest wish is to hear from the lips of the lady herself where the guilt lies. Yours, respectfully,

WILLIAM FRITZ.

ACADEMY OF MUSIC.—There will be a Matinée at this house to-day, commencing at 2½ o'clock. It is called a "Presentation Matinée," because each lady will be presented with a copy of the "Champagne Gallop." The programme is admirable, and contains all the latest novelties, and a duet on two concertinas, by those very clever artists, Mr. SANDWICH and his little son. Mr. MUSARD and Mr. ARDITTI are the conductors. It is impossible to find a handsomer promenade in the City of New York than that at the Academy.

Sea and Ship News.

STORMY WEATHER ON THE ATLANTIC.

Vessels are daily arriving at this port from Europe, having passed over the route of the telegraph fleet, which confirms the reports hitherto received of unusually boisterous weather for the month of June. These facts, taken in connection with the delay in hearing from the *Niagara*, augurs unfavorably for the success of the enterprise.

The Bremen bark *F. H. Adami*, from Cowes May 14, which arrived yesterday, reports light westerly winds to the Western Islands. The whole of the month of June, however, they had westerly storms and heavy blows, accompanied with a heavy sea from N. W. and strong easterly currents. This side of the Banks they had fogs and calms.

The bark *William*, PETERSEN, from Malaga, reports, July 4, having experienced a tremendous heavy gale from S. W. to N. W., which lasted 24 hours. They were the day previous in lat. 40° 30', lon. 56° 30'.

Commissioners of Health.

At the meeting of the Commissioners, on Friday, the following communications were received:

THE SHIP CROTON.

To the Mayor and Commissioners of the Board of Health:

SIRS: The ship Croton, from Sagua la Grande, came into port on the 8th inst., reporting having lost several persons with yellow fever on the passage, and with nearly all hands on board sick or disabled from the same disease. The vessel, after piastar men on board of her to raise her anchor and to act as shipkeepers, was sent to the Lower Bay, and since she has been lying there she has been thoroughly fumigated, cleansed and ventilated, but, notwithstanding such efforts to purify and disinfect her, one of the ship-keepers who was placed on board of her was sent to the Marine Hospital, yesterday morning, sick with a decided attack of yellow fever. In view of this fact, I am of opinion that it is not safe for the said vessel to go to sea, and that she should tarry longer in the Lower Bay for ventilation.

R. H. THOMPSON, Health Officer.

QUARANTINE, July 16, 1858.

The Board concurred in the suggestion of the Health Officer in reference to the *Croton*.

CASE OF THE "SUSANNA."

To the Mayor and Commissioners of Health of the City of New-York:

SIRS: The ship Susanna arrived at Quarantine on the 5th inst. from Matanzas, having on board five

Ocean Steamers.

The City of Washington leaves N.Y. for Liverpool July 17
The Arctic leaves New-York for Liverpool..... July 17
The Africa leaves New-York for Liverpool..... July 21

Mails Close at Post-Office.

[illegible] and Canada..... 3½ P.M.
[illegible] Rail Road..... 8½ A.M. and 3½ P.M.
[illegible] Mail..... 4 P.M.
[illegible] Rail Road..... 8½ A.M. and 3½ P.M.
[illegible] Mail..... 4 P.M.
[illegible] by Railroad..... 8½ A.M. and 3½ P.M.
[illegible] by Steamer..... 4 P.M.

[illegible] Quarantine, July 16.

The Board declined to concur with the recommendation, thinking it unwise to allow the Croton to proceed.

An application was received from the Captain of the brig Tyrant to come to the City, having discharged her cargo on lighters on Thursday. She arrived from Havana without having had sickness on board. The Commissioners refused the petition, and decided that the vessel should lie at Quarantine until the 25th inst.

The Commission then adjourned.

FRAZER RIVER EXCITEMENT.

Letter from a Miner on the Spot.

The source from which we received the following letter enables us to vouch for its authenticity. The writer is evidently excited, however, and much that he states is from hear-say, and, must, therefore, be taken with some grains of allowance.

WESTERN, BRADFORD Co. PA., W. T.,
Thursday, June 10, 1858.

FRIEND DEAR: As you will perceive by the caption of this, I am still in this place, and will probably remain two months or more, before going to the mines. It is useless for persons to go up the river, (Frazer's) unless they go to kill time, and consume their provisions in waiting until the river falls. I do not know as to the general tenor of the reports (of the mines) in San Francisco; but one thing I will assure you, and that is, that California in its palmiest days could not produce a river equal to Frazer's or Thompson's. But they are, in my estimation, and likewise of most old California miners, not a whit at what this country will yet produce. The only cry is gold! gold! gold! everywhere. I have seen myself several men who have come back, and in every instance they have done well. A person of the name of ADAMS, who went up with us on the *Commodore*, arrived in this place last night. He reports that he went up in company with some six others, several of whom were above-average. They prospected every bar, and found gold from the mouth of the river to where they stopped to work a place called Hill's Bar, 40 miles from one of the party. They have landed, and before 12 o'clock they had made as high as fifty dollars to the pan by panning. At the present time they had got from $1,000 upwards each, after paying very high prices for provisions, a period of some six weeks. So you can judge of the richness of the mines. The gold is very fine float gold. Quicksilver is the great article wanted next to flour. He says that the order of things is reversed, as compared to gold digging in California. There they have to strip off top dirt in most instances—while here right in the sand, on top—sometimes to pays. No digging has been done deeper than a couple of feet as yet. It pays without going to any trouble. This is the first time since the good old days of '49 that an excitement has been got up which is no humbug. Everybody is satisfied. At this place there are from 1,000 to 1,500 men camping around on the hills, with plenty of provisions, game in abundance on the islands, a mild, beautiful climate, a magnificent bay, with boats and sailing craft dotting its surface; steamers arriving every week, and bringing their living freight to swell the number already here. There is plenty of gold in prospect for all, as soon as the rivers fall. What more does a man desire?

As I write, the steamer *Surprise* has just arrived, having penetrated as far as Fort Hope. The trail from this place (Whatcom) to a point on Thompson's River, all within our own territory, will be completed in the course of ten days or two weeks. Pack animals are here ready to proceed as soon as it is finished. Here they will meet with no impediments to travel, such as they will have to meet by the way of the river. The journey by water has too many difficulties to contend with. Numbers of men (perseveringly, but rash, because unskilful) have lost their lives and everything in ascending the river. Others have been shot down by Indians from the banks. (A note for our worthy "Lo! the poor Indian" philanthropists.) Every one coming should be well armed, as there will surely be a conflict with the Indians; and the more men there are, the better. Also, on the trail they have found (as the Engineers report) gold on every small creek running across it. A party of men have just arrived from the Lammy River—a stream of considerable size. They report that they went up some thirty miles, when they were stopped by Indians located there, who would not allow them to proceed further, with the exception of the Sub-Indian Agent, who, in pleading business with the Indian tribes on the head waters, was allowed to proceed. We look for his arrival in a day or so. Whilst in the Indian camp, they saw unmistakable signs of gold abounding in the vicinity. Several of the Indians had small parcels of dust, varying from one to six ounces; while, from some expressions they overheard from Indians conversing, they learned that one Indian had just got in camp, having in his possession about $3,000 in dust. This is the cause of their so jealously guarding their intercourse with the whites, knowing that, when the white man once gets on the scent of gold, he allows no impediment to stop him. This river empties into this bay, about five miles below town, and is quite accessible. Added to which, the excitement going on about staking off water lots in front, makes this the liveliest place I have seen for many a long day. This is bound to be a large city; but capitalists are wanted; men who own property have not money to push ahead and improve.

FRIDAY, June 11, 1858.

The steamer not having arrived as yet, I send you a little later news. The gold is coming in fast. Miners are arriving every day—driven out by the river rising. They cannot work. They report that Thompson's River is perfectly lousy with gold. I have just opened a restaurant at this place. I do not know as yet what I shall do, because everybody coming here is amply supplied with provisions, and board themselves. As I write, the steamer *Constitution*, running on the sound, has just arrived. She reports the steamer *Republic*, full of passengers, lying on the rocks below here some ten miles; probably will be got off this evening. Come up here; ask of chances for a man to make money; but you can judge for yourself with your California experience what times are here, when I assure you that it is a perfect '49, and every prospect of its continuing. There is seen parties from the trail to-day to-day; they assure me that the trail will be finished in two weeks across, clear through to Thompson's River.

Yours, truly, CHAS. J. RIPLEY.

City Items.

RESCUED.—At the foot of Beach-street, yesterday, a man fell overboard, and would have drowned but that Mr. P. W. KING, chief officer of the *Washington*, jumped overboard and rescued him. Mr. KING is the man who rescued the *Winchester's* crew and passengers, to the number of 507, in 1854, for which the merchants of New-York presented him a handsome gold medal and $500 in cash.

MORE CHILDREN FOR THE WEST.—The Rev. Mr. VANDERPOEL, of the Five Points Mission, and Mr. KIRCHUM, Superintendent of the House of Refuge, leave next Monday afternoon, with a car load of children, for Mendota, Princeton, Keswaunee and Galena, Illinois, and Burlington, Iowa.

SCHOOL No. 12.—The distribution of semi-annual certificates to the pupils of Ward School No. 12, in connection with exercises in some of the branches taught, Declamation, Composition, Vocal Music, &c., took place at the School-house, in Madison-street, yesterday, at 3 o'clock, P. M. The affair reflected much credit upon Mr. FARNUM, the principal, and his assistant teachers. The School appeared to be in excellent condition.

CRIPPLED EXCURSIONISTS.—The steamer *Ora*, Capt. J. W. JAMES, while on an excursion yesterday, with a large party of people on board, became disabled opposite Haverstraw. The steamer *Tantalus*, on her trip from Albany to this City, went to her assistance and towed her to the dock at Sing Sing.

ARRIVAL OF MISS BLOUNT.—In accordance with the arrangement made yesterday, a telegraphic dispatch was forwarded to Miss BLOUNT

IMPORTANT FROM MEXICO.

Death of General-in-Chief Ocello.

THE TAX ON FOREIGNERS SUSPENDED.

The Earthquake at the Capital.

By the arrival of the bark *Brilliant*, at New-Orleans, we are placed in possession of advices from the capital of Mexico to the 30th ult., and from Vera Cruz to the 6th inst.

The news is important. The *Extraordinary* informs us that Luis G. Ocello, the most conspicuous military man of Mexico at the present day, died at San Luis Potosi on the 16th of June, in the thirtieth year of his age. He had been lingering for some time under an attack of fever, to which he finally succumbed. His death will be lamented by all of his own party, and by many of his bitterest political opponents, for his sterling, manly qualities recommended him to all.

The news of the past few days has created no special sensation. A feeling universal regret has been expressed at the reported death of General Ocello, chief more by his own partisans than by those who were politically opposed to him. His bravery and disinterested courage, as a Mexican officer, had called forth admiration from persons of all political creeds and even foreigners as well as Mexicans. Every one believed him to be honest in his purposes, and to be the sole exception to the anomalous position in Mexico of being admired by those who were his fiercest foes. He has gone without leaving behind him one who can supply his important place. His career, as a man in power, has been brief, but has been marked by the greatest energy and decision. His loss must be severely felt by the Government at this time, and must retard, for the present, the successful development of the forces of the Government.

From the same authority we learn that the Government has suspended the enforcement of the penalties upon foreigners for declining to pay their assessments. The order was first issued at Guanajuato. It runs as follows:

MINISTRY OF WAR AND MARINE, SECTION 4, } MEXICO, June 11, 1858. }

TO THE EXCELLENCY: His Excellency, the Minister of Relations, under date of 8th inst., writes me as follows:

SIR: Please instruct his Excellency, the Governor, that owing to the political and military authorities in some departments having, under circumstances which some have extraordinary means, had recourse to the arbitrary measure of imposing forced loans upon foreigners, such has given rise to claims on the part of foreign Ministers representing nations with whom we are on friendly terms, and as this Government wishes to avoid all motives of complaint which might prejudice or endanger the good understanding now existing between this Republic and the aforesaid nations, his Excellency, the President, ad interim, has been pleased to decree that you forward circulars to the several Governors of the Departments, requesting them to avoid measures of that nature, as foreigners residing in the Republic are exempt from contributing to forced loans, by virtue of the solemn declaration made by the Supreme Government in the month of February, 1850, to the effect that in future they would not impose any such loans.

This document I transmit to you by order of his Excellency, the President, with the request that you will serve the requisite notice upon all Governors of the Departments and military chiefs which you may deem proper. God and liberty. PARRA.

To his Excellency, the Captain-General of Guanajuato.

The earthquake which occurred on the 19th ult., and of which we have had but the telegraphic account, was productive of much damage. The *Extraordinary* says:

"The two aqueducts which carry water into this city have been badly damaged, especially the one which passes into the city by the Garita de Belen. This is broken completely off in many places, and throughout the entire line to Chapultepec the arches are broken horizontally, showing that they were subjected to a severe oscillating motion. The water was precipitated from the aqueducts throughout the entire line. The damage done to these public works will require a large sum to repair, and in the meantime the supply of water in the city will be small. The water in all the ditches throughout the city was thrown for some distance into the streets. The Tacubaya road was completely drenched by the water discharges upon it from either side.

"In many parts of the city wide cracks were made in the earth. In some places it has assumed an irregularity of several inches on the sides of these tracks by sinking or elevating. We learn that in one private house one-half of the floor of a room has sunk down several inches below the other half, making a complete step. The streets in several places have been broken open for a less distance, and some fissures which we have seen are wide enough to admit a person's finger. The water pipes throughout the city have been broken in many places, and small springs have suddenly made their appearance.

"The track of the Guadalupe Railroad received damage in several places. Fortunately, the trains were not running at the time. The damage done has been repaired, and the road has since resumed its regular trips.

"The convents of San Fernando, San Francisco, Profesa, San Geronimo, San Juan and the Sagrario have been seriously damaged.

"San Fernando is considered to be a ruin, although it still sustains its upright position. It is broken and cracked throughout, and is declared to be unsafe.

"The cherub of San Juan is much injured. A large portion of the portal in front—several tons—was thrown a long distance into the street from its position.

"The Profesa received several severe cracks, and the tower, which has for a long time stood out of perpendicular, has evidently been tested to its utmost. It still stands, but has a threatening appearance.

"In the Lonja, a lamp, hanging in the main saloon, was swung for a long range, and, by accident, caught upon a hook at the side of the room, where it, with its suspending cord, described almost a horizontal arc for the earthquake had passed. One of the arches in front of the same building, which is better known as the Municipal Palace, or *Deputacion*, has been injured so badly that it had to be propped up to be kept from falling.

"The National Palace suffered considerably. In many parts of the building damage has been done, especially in the Treasury department.

"The old theatre, in the Calle Colisco, was shattered in almost every part. Stones are to be seen detached from their places, and moved out and in for several inches. The Fonda of the Progreso, next door, suffered in a similar manner. The glass roof over the patio of the Progreso was broken in every direction, and the patio covered with broken glass.

"Several mules in the carriage-shop of Mr. Tiznar were killed, and other considerable damage was done in the same building. We hear of a number of mules and horses being killed in other places.

"The one broom factory, situated near the Garita de San Lazaro, was almost entirely destroyed. This building has for some time belonged to Geo. L. Hammon, Esq., the empresario of the Tacubaya Railroad, and has been used as a place of deposit for coaches, and as stables for animals. Two mules were killed, and several vehicles were destroyed. A fine coach belonging to Mr. Lizar was completely broken to pieces. The wheels being driven into the solid earth several inches.

"The losses sustained in this city are estimated at $3,000,000 to $6,000,000.

"The number of bodies recovered from the ruins in different quarters of the city is about twenty. It is feared that all of the dead have not yet been excavated.

"The shock appears to have been equally heavy in the villages scattered about this valley. At Tacubaya the shock was severe, but owing to the rocky foundation upon which the place is built, no serious accident occurred. We believe no houses were thrown down, nor any lives lost. The shock was sensibly felt by everybody, and seems to have been pretty much the same as here, in point of strength, but the motion was more regular, and hence so little damage. Several fountains in the place were half emptied of their contents, and the water thrown six or seven feet out on the ground.

"The earthquake had also inflicted serious injury at Morelia, Patzcuaro, Cuyacan, and Guadalajara.

A writer in the *City of Mexico* makes the following estimate of the troops now afoot in the Republic:

FEDERAL FORCES.	
In Zacatecas, under Zuazua	3,400
On the frontier, under Vidaurri	2,000
From Michoacan, under Pueblita, &c	4,000
Picked from Guerrero	2,000
Near Guadalajara, under Blanco and Degallado	3,000
Tamaulipas, under Garza, &c	1,500
Oaxaca, for Federal State Government	1,500
Vera Cruz and Perote	3,000
Total Federal forces in the field	21,500
GOVERNMENT FORCES.	
In Mexico and Toluca	3,500
In Puebla and thereabouts	3,000
In Celaya, Orizava and Cordova	3,000
In Tampico and thereabouts	2,500
In Monclova, under Yanes	2,000
In San Luis	1,500
In Guadalajara	4,500
Scattered, under Vicario, &c	2,000
Total Government force	16,000

In this enumeration he makes no mention of the troops of Gen. Pacheco, in Sonora; the militia of Chihuahua and Colima, the army of Alvarez, and the various parties in Yucatan.

The Administration and Mexico.

From the Louisville Journal.

Mr. Forsyth, our Minister to Mexico, has, it would seem, stopped short of the folly of demanding his passports and leaving that country in high dudgeon, as was at first reported; though there appears to be no reason to doubt that he has protested officially against the extraordinary tax levied by the Mexican Government, and advised American residents not to submit to it. We conceive that in doing this he has committed a very grave indiscretion.

The tax in question, however unusual and obnoxious it appears, from all that has yet transpired, to be paying which the Mexican Government was not fully competent to decree, and, furthermore, whatever it is, to operate impartially on all classes, subject to the laws of the country. The complaint of Mr. Forsyth is not that the law or decree imposing the tax discriminates against American residents, but that it does not discriminate in their favor. He protests against the measure because it doesn't except Americans residing and doing business in Mexico from the burden it lays upon the native citizens of the country. He asserts the exemption of American residents in Mexico from an operation of a law of the country. This it appears to us, is neither [illegible]

not the law of nations, as understood in times past by our own Government. There is no doubt, said Mr. Webster, in his time as Secretary of State, that any one who chooses to reside in a country is bound to contribute to its taxes, and is amenable to its tribunals for their violation." Mr. Webster considered the law of nations on this subject beyond all controversy. The general rule of the public law," he says, "is, that every person of full age has a right to change his domicile; and it follows, that when he removes to another place, with an intention to make that place his permanent residence, or his residence for an indefinite period, it becomes instantly his place of domicile; and this is so, notwithstanding he may entertain a floating intention of returning to his original residence or citizenship at some future time

PALACE GARDEN.
TO-NIGHT, SATURDAY, JULY 11,
A GRAND PROMENADE CONCERT
Will be given, for the benefit of
MR. THOMAS BAKER,
late of Laura Keene's Theatre, formerly leader of Jullien's renowned Band, Musical Director at Niblo's Garden, leader of the first Promenade Concerts ever given in America, at the Lyceum, under distinguished patronage, next under Jullien, at the Opera-house, and now leader of Mr. Gye's Orchestra at the most magnificent Garden ever opened to the public in America.
Also, a splendid display of
FIREWORKS,
By Hogg, to order.
PROGRAMME FOR TO-NIGHT.
PART I.
1. Overture—"Le Lac des Fees"..... Auber
2. Quick Polka—"Bonbon round it." Composed on the engagement ..... Baker
3. Quadrille—"Etoile du Nord." Arranged from melodies in Meyerbeer's grand opera, "The Star of the North"—solos for Flute, Cornet, Silver Cornet, Trombone, &c. ..... Baker
4. Lancers—"Gems of each land." The Orange Girl's Song, by Schindler, to be sung by Madame Gazzaniga at the Academy of Music—arranged for ..... Baker
5. Polka—"The Land of Other Days," from the opera "Siege of Rochelle" ..... Balfe
6. Medley for the million—Medley, consisting of a number of popular airs: British Song, "Village Bells," and "He's dead;" Ballad, "Tom's gone to the cold, cold ground;" Nancy Dawson; Italian cavatina from "Rigoletto;" Donna e Mobile," with cadenza for Flute and Clarionet; American song, "Jordan's a hard road to travel;" Scotch, "The Sleigh Ride," accompanied with bells, whips, &c. ..... Baker
PART II.
1. Operatic Selection—"I Puritani," arranged by Baker, containing the following gems from that popular opera: cavatina "A te o cara," polacca, "Son Vergin vezzosa," duetto, "Suoni la tromba," "Bella speranza" ..... Bellini
2. Selection—"The Camera Keeper," by desire.
3. Waltz—"Love," composed by Baker; duet for Two Cornets, with distant echo ..... Koenig
4. Musical Quadrille—"The Irish," with variations for Flute, Violin, Oboe, Silver Cornet, &c. ..... Jullien
5. "The Standing Order," with novel effects ..... Lumbye
6. Quadrille ..... Thomas Baker
CONCERTS every TUESDAY and SATURDAY EVENING, under the direction of Mr. Thomas Baker.
Grand Ball on Opening Night of every month.
The ices and Creams are made by Mr. Contoit's foreman, under the supervision of Mr. R. V. Clark.
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MAMMOTH MUSICAL FESTIVAL
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FETE CHAMPETRE,
WITH A
FANCY FAIR,
On the 3d, 3d and 4th of August.
The unprecedented success of the Musical Festival, and the general inquiries made respecting its repetition, induce the belief that a still more complete and grander affair would meet with even greater success. Arrangements have therefore been made for opening the whole of
PARK OF SIXTY-THREE ACRES,
ONE OF THE FINEST IN THE WORLD,
THREE DAYS' FESTIVAL,
When the whole will be arranged in the style of the CREMORNE GARDENS IN LONDON
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FETES CATALANES IN PARIS.
The entertainments will consist of
GRAND VOCAL AND INSTRUMENTAL CONCERTS,
supported by more than
TWO HUNDRED PERFORMERS,
BALLS CHAMPETRES
will take place in five different places in the Park, with
FIVE COMPLETE BANDS.
ASCENSIONS OF BALLOONS,
WITH
MAGNIFICENT DISPLAYS OF FIREWORKS,
&c. &c. &c., &c.
PRIZES
to the value of
ONE THOUSAND DOLLARS
will also be offered to such
TURNERS AND MUG-VEREINS
as may signify their desire to compete for them.
The admission will be only
TWENTY-FIVE CENTS.
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PRESENTATION MATINEE.
Admission to all parts..... 50 cents
THIS (Saturday) AFTERNOON, July 11, at 2½ o'clock,
GRAND PRESENTATION MATINEE,
Notice—Every lady present will be presented with a copy of
THE CHAMPAGNE GALOP,
Arranged for the piano-forte.
Conductors..... M. MUSARD, C. ANSCHUTZ
Mme. ZIMMERMANN,
Mr. PERRING, Mr. WEISTLICH, Mr. SEDGWICK and SUN, will appear, together with a Grand Orchestra of
SEVENTY INSTRUMENTAL PROFESSORS.
PROGRAMME:—1. Overture, "Marche." 2. Bal Schottische. 3. Ballad—Mr. Perring; 4. Celestine Polka; 5. Waltz (Les Deux Anyeles;) 6. Song—Mme Zimmermann; 7. Quadrille, (Les Ballons;) 8. Overture. (Operon;) 9. Fantasia for two concertinas Mr. Sedgwick and Son; 10. Quadrille, (Lancers;) 11. Oph'eide Solo—Mr. Meacon; 12. Airs, (Lucrezia—Mr. Weistlich;) 13. Bachelette; 14. Champagne Galop.
Doors open at 1½ o'clock; to commence at 2½.

NIBLO'S GARDEN.
SATURDAY, July 11, 1868.
Old Prices—No Reserved Seats.
BROUGHAM'S GREAT BURLESQUE,
COLUMBUS A POSITIVE SUCCESS.
The New Legendary Romance,
THE GALLIANT FRENCH CAPTAIN
and the
MAID OF MOBILE,
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AT 7. THE PROMENADE CONCERT.
AT 8. THE OVERTURE.
Comedy, BACHELOR'S TORMENTS.
Messrs. BLAKE and DAVENPORT, Mrs. BLAKE.
Intermission and Promenade Concert for half an hour.
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Private boxes..... 50 cents | Orchestra seats ... 75 cents
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WALLACK'S THEATRE.
Twelfth night of
THE IRISH BOY
and
YANKEE GAL
MRS. W. J. FLORENCE,
whose charming distinctions have been received with unbounded laughter and applause.
Whose singing, dancing and genius, the gay and merry performances of these talents were received with enthusiasm in all the leading cities, and formed the especial delight of Queen Victoria, who might be seen two or three times a week during the engagement of the Florences in the Royal Box at Drury Lane Theatre, with her young and interesting family, exhibiting her liveliest sense of pleasure and enjoyment.
The celebrated
INDIAN PUNKAS
scatter through the house cool and refreshing breezes.
SATURDAY EVENING, July 11, will be performed the following comedietta of
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Pat, an Irish gentleman..... Mr. W. J. Florence
Nancy Stokes, from Lancrack R. L.. Mrs W. J. Florence
To be followed by an adaptation by Mr. Florence, called
THE YOUNG ACTRESS.
Mrs. Cassandra, six characters, with songs and dances..... Mrs W. J. Florence
Mr. Chassonette a tragedian..... Mr. W. J. Florence
Doors open at 7½; the performance to commence at 8.
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An entire new bill.

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This celebrated Band of Ethiopian Dedineators
PERFORM EVERY EVENING,
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NEGRO MINSTRELSY.
Concluding with last week, of
PANORAMA
OF THE
HUDSON RIVER.
Tickets 25 cents. Doors open at 7. Performance to commence at 8 o'clock precisely.

FURDY'S NATIONAL THEATRE.
Chatham-st., near Roosevelt.
Sole Lessee, Proprietor and Manager..... A. H. FURDY
SATURDAY EVENING, July 11, 1868,
The entertainment will commence with the drama of
O'NEIL THE REBEL.
To be followed by the Indian drama of
OUTALISSA'S FURSET.
The whole to conclude with the comedietta of
FIRST PEEP AT A WOMAN.

BARNUM'S MUSEUM.—WYMAN, THE WIZARD, THIS EVENING, at 7½ o'clock, also, THIS AFTERNOON at 2, in his bizarre, astonishingly-amusing, laughably marvellous illustration of the wonders of physical and mechanical science. His list includes over 1 200 feats in magic and ventriloquism. Gustin's MODEL OF THE NEW CENTRAL PARK, the rare AQUA-VIVARIA, with the blood-red anemones, Happy Family, &c.
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PUBLIC NOTICES.
CROTON AQUEDUCT DEPARTMENT,
July 10, 1868.
NOTICE IS HEREBY GIVEN THAT A PENalty of $5 per day will be exacted on the 15th of August next on all water rents remaining unpaid on that day.
R. VAN CLEEF, President.

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LIFE THOUGHTS—LIFE THOUGHTS.

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And read in it how beautifully from the roar of breakers, from the quiet manner of playful waves, from the silence of the calm, or the horror of the storm, from the anchored vessel, or the bold pilot in his tiny craft hastening to the sea,

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proves everything around us can be made to teach some useful lesson.

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AN UNFOLDING OF
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This volume of revelations is a miracle of the Divine knowledge within the celestial sense of the initial chapter of Genesis, and is the most comprehensive book of Philosophy, Morals, Religion, and Spiritual and Historical disclosures ever given to the world. No believer in New Church truths should refrain from an examination of this book and personally deciding with respect to the justice of its claims.
Prices: Arcana of Christianity, $1 50; postage, 25 cts. Arcana of Christianity, with Appendix, $1 75; postage, 31 cents.
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Publishers, No. 16 Nassau-st.,
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Says Peter Funk, Esq., and my country friend who thought he was pretty smart bought a pewter watch for $10, worth about 10 cents the price of "Tricks and Traps of New York," buy one! Not a watch, but a little book. (Free by mail) Address
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RELIGIOUS NOTICES.

A SERMON COMMEMORATIVE OF THEOPHILIS GULP, recently deceased, will be preached on SUNDAY MORNING, July 12, at 10½ o'clock, in the South Baptist Church, 26th-st., between 7th and 8th aves., by the Pastor, the Rev. Dr. Hague, of the Lexington Avenue Baptist Church, will preach in this Church in the EVENING, at 8 o'clock.

THE REV. F. MACMENAMY, D. D., AND the friends of Scriptural truth, will hold their next public conference on the *Anti-Christian Character of Romanism*, in Constitution Hall, No. 650 Broadway, between Bleecker and Bond sts. on SABBATH EVENING next, the 18th inst., at 7½ o'clock. All are invited.

UNITED PRESBYTERIAN CHURCH.—The Rev D. J. Patterson will preach in the City of Brooklyn, in the Brooklyn Institute, one door from the corner of Concord-st., in Washington-st., at 10½ o'clock A. M., and 3½ P. M.; and the Rev. H. H. Blair of New York, at 7½ P. M. The public are respectfully invited to attend.

UNION CHAPEL, CORNER OF THIRTY-ninth-st. and Broadway, (entrance from Broadway.) the Rev. H. MATTISON, A. M., Pastor. Preaching at 10½ A. M. and at 7½ P. M. Sabbath School at 2½ P. M. A delightful place of worship, free seats. Congregational singing and an unmozzle pulpit.

FIRST REFORMED PRESBYTERIAN Church, Duffield-st., between Myrtle av. and Willoughby-st., Brooklyn. Preaching TO-MORROW. (Sabbath,) at 10½ A. M., and 3½ P. M., by the Rev. Dr. ADAMSON. Sabbath School at 9 A. M., and 2 P. M. The public are respectfully invited.

PROTESTANT EPISCOPAL MISSION Church, Clinton Hall, Astor place, in charge of the Rev. ROBERT S. DICKSON. Divine service every SUNDAY, at 10½ o'clock A. M. and at 7½ P. M. All are invited. Seats free throughout.

JOHN-STREET FIRST M. E. CHURCH.—Preaching TO-MORROW MORNING and EVENING, by the Pastor, the Rev. CHARLES E. HARRIS. Morning subject—*The Bible and Common Schools the Bulwarks of the Republic*. Services to commence at 10½ and 7½ o'clock. The public generally are invited to attend. Seats free.

SECOND ADVENT.—ELDER SNOW, OF MOUNT Zion Church, will preach on *The Second Coming of Christ* TO-MORROW at 3 o'clock P. M., in Union Building, No. 163 Bowery. Seats free. General attendance is invited.

FIRST UNITARIAN CHURCH, JERSEY CITY.—H. P. GROZIER will preach in this Church on SUNDAY MORNING, July 12, at 10½ o'clock, and for six succeeding Sundays in the morning.

PILGRIM BAPTIST CHURCH, THIRTY-fourth-st. and Eighth-av.—Preaching TO-MORROW by S. J. KNAPP, at 10½ A. M. and 7½ P. M. The usual meetings on Monday, Wednesday, Thursday and Friday evenings at 8 o'clock.

SPIRITUALISM.—ANDREW JACKSON DAVIS will deliver a discourse before the New York Spiritual Association TO-MORROW, (Sunday,) at 10½ A. M. and 8 P. M. at Dodsworth Hall, No. 806 Broadway, opposite 11th-st.

OLIVER-STREET BAPTIST CHURCH.—The Rev. G. J. JOHNSON, of Burlington, Iowa, will preach TO-MORROW MORNING, at 10½ o'clock, and in the AFTERNOON at 3½ o'clock. Prayer meeting in the EVENING. Strangers are invited to attend.

REGULAR PARTICULAR BAPTIST Church, Chelsea Hall, 16th-st., near 6th-av., will be open on SUNDAYS (D. V.) till further notice, for worship. Preaching by the Pastor at 10½ A. M. and 3½ P. M., and on WEDNESDAY EVENINGS at 7½ o'clock.

DUANE-STREET M. E. CHURCH—THE Oldest Methodist Church in this City.—Services TO-MORROW throughout the day. Strangers and the public generally are invited. Seats free.

MEMORIAL CHURCH.—THE REV. E. O. PEASE will preach TO-MORROW (Sunday) EVENING, in the Church corner of Hammond-st. and Waverley place. Services 10½ A. M., 4 and 8 P. M. Seats free.

WESTMINSTER CHURCH, NORTH BROOKLYN.—The pastor, the Rev. H. S. CARPENTER, will preach in the Chapel corner of 1st-place and Clinton-st., TO-MORROW, 19th inst., at 10½ A. M. The public is invited.

FIFTH-AVENUE BAPTIST CHURCH.—Preaching TO-MORROW EVENING, at 7½ o'clock, by the Rev. SIDNEY A. CORBY.

MARKET-STREET CHURCH.—THE REV. HENRY C. ALEXANDER, of this City, will preach in this Church TO-MORROW (Sunday) MORNING.

MISCELLANEOUS.

A TOILET ARTICLE,
A TOILET ARTICLE, THAT IS
A TOILET ARTICLE, THAT IS
A TOILET ARTICLE, THAT IS
A TOILET ARTICLE THAT IS
DESTINED TO SUPERSEDE ALL OTHERS OF THE KIND, IS

VROOM & FOWLER'S
VROOM & FOWLER'S
VROOM & FOWLER'S
VROOM & FOWLER'S
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PREMIUM WALNUT-OIL MILITARY SHAVING SOAP,
MANUFACTURED ONLY BY
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JOHN B. VROOM, NO. 22 CHERRY-ST., NEW-YORK.
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SEE THAT EACH CAKE AND BOX BEARS THE SIGNATURE IN FAC SIMILE OF VROOM & FOWLER.
References of the highest class in the land can be given, to prove that this is the best soap for shaving purposes ever invented.
Gentlemen of taste, who have been abroad, with enlarged opportunities for procuring fine articles of this description, state to the proprietor that the above-named soap far surpasses anything that they ever saw, either in this or any foreign country.
It is handsomely got up, convenient and economical.
For sale by all the leading druggists, fancy goods houses and perfumers throughout the United States and Canadas.
Show-cards for dealers, at the manufactory.

PATENT LIGHTS
FOR
VAULTS, AREAS AND SKYLIGHTS.
The subscribers call the attention of the public to their method of illuminating and ventilating vaults and areas secured to them by the following patents:
Geo. R. JACKSON'S Prismatic Vault-light, patented April 21, 1857.
Geo. R. JACKSON'S Ventilating Vault-light, patented April 21, 1857.
Geo. R. JACKSON'S Burglar-proof Skylight, patented Dec. 15, 1857.
Geo. R. JACKSON'S Central Vault-light, reissued Jan 19, 1858.
Geo. R. JACKSON'S Grooved Vault-light, patented March 16, 1858.
Specimens can be seen at Tree. Hunt, Esq.'s new store, corner of Park-place and College-place, or at our office, where estimates for cost of this and all kinds of iron work, including iron railings, doors, shutters, vaults, safes, stair-cases, columns, beams, lintels, girders and all iron work appertaining to buildings.
GEO. R. JACKSON & CO.,
Nos. 199 and 201 Centre-st.,
And Nos. 1, 3 and 5 Howard-st.

DOORS, SASHES AND BLINDS,
Made in the best manner, of the very best material, and on short notice, by
CHARLES WHITLOCK,
No. 144 Grand-st.

SITUATIONS WANTED.
MALES.

WANTED—BY A SINGLE MAN A SITUATION as farmer, park gardener, or coachman. Is an expert hand at out door labor, and will make himself generally useful to his employer. Has good reference as to his honesty and sobriety. Please address, for one week, P. B., box No. 137 *Times* office.

WANTED—BY A RESPECTABLE YOUNG MAN with undoubted references, a situation as clerk, entry clerk or book-keeper; has had over ten years experience in book keeping by single and double entry. Can engage immediately. Address G. W. B., Box No. 146 *Times* office.

WANTED—A SITUATION AS WAITER IN A private family, by a respectable, steady, Protestant man, lately arrived from England; has good City references, and is willing to make himself generally useful. Address H. E., for two days, No. 296 Mulberry-st., corner Houston-st.

WANTED—BY A RESPECTABLE MAN, A SITuation as coachman and gardener, one who has the best of City references; has been for the last two years in his last place; is now disengaged as his employer has gone to Europe. Apply at D. WRIGHT'S, No. 606 Broadway, for two days.

WANTED—SITUATION BY A YOUNG MAN AS coachman, and understands the care of horses well and can work in garden. The best of references can be given. Can be seen for three days at P. TRAINOR'S, No. 514 Broadway, opposite St. Nicholas Hotel.

WANTED—BY A STEADY YOUNG MAN, A SITuation as coachman; understands the care of horses and plain gardening. Can give good reference from his last employer. Address JAMES BURKE, Box No. 100 *Times* Office.

THE ADVERTISER, WHOSE EVENINGS are unengaged, offers his services to wind up books or any other business. Address B. R. T., Box No. 3 562, Post-Office.

SITUATIONS WANTED.
FEMALES.

WANTED—BY A RESPECTABLE YOUNG WOman a situation as cook, washer and ironer, and is a first rate baker and pastry-cook; understands making butter. Has no objection to go a short distance in the country. Has good reference. Can be seen for two days, Canal at No. 23 James-st., 2d floor, corner of New Bowery.

WANTED—A SITUATION BY A MIDDLE-AGED American lady as housekeeper or as nurse to an invalid lady, is a good plain sewer, would like to travel with a family going to California. Salary not so much an object as a good home. The best of references given. Call or address NURSE, 9 Montgomery-st., New-York.

WANTED—BY A SCOTCH PROTESTANT MIDDLE-aged woman, a situation as meat and pastry cook; will be found economical, prudent and trusty; thoroughly competent to fill a first class situation; hotel or restaurant preferred. Apply, for two days, at No. 3 Myrtle-av., Brooklyn.

WANTED—A SITUATION FOR AN ECONOMIcal, trustworthy and most respectable woman; is a good plain cook, makes and bakes good bread and biscuit, excellent washer and ironer, will be found efficient, and a woman of good moral principles. Apply to MR. MORGAN, No. 2 Myrtle-av., Brooklyn.

WANTED—BY A HIGHLY RESPECTABLE PROtestant young woman, a nice situation to do up-stairs work, or general housework, in a private family; can milk and make butter; can be suited in City or country. Can be seen at No. 406 Sixth-av., for two days. None but a Protestant employer need apply.

WANTED—BY AN EXPERIENCED DRESSmaker the work of a few private families by the day or week. No objection to the country. Apply at No. 202 26-av., between 10th and 14th sts., between 10 and 4 o'clock. Satisfactory reference.

WANTED—A SITUATION BY A RESPECTABLE young girl to do general housework, also plain cooking; is a good washer and ironer. Can be seen at her late employer's, No. 192 Dean-st., South Brooklyn.

WANTED—A SITUATION AS NURSE AND seamstress or to do chamberwork and waiting. Country preferred. Best of City references. Can be seen at No. 38 Charles-st.

WANTED—A SITUATION AS CHAMBERMAID, in a private family. Can do plain sewing, if required. Inquire at No. 35 Frankfort-st., first floor.

LONDON.—A YOUNG WOMAN JUST ARRIVED wishes to procure a situation in a first class family; is capable of taking hold in any branch of domestic work. Those willing to treat liberally will address, by note, J. A. SMALL, No. 16 East 3d-st., near 5th-av.

HELP WANTED

PEDDLERS WANTED—ATTENTION, YOUNG MEN.—We manufacture an article, which is small, light, and easily carried; sells quickly to merchant and required by every family. Active men can make from $3 to $5 a day profit. Peddlers can do well with this as it is small, takes but little room, does not interfere with other goods, and meets with a ready sale. Persons sending us fifteen cents will receive a sample of the article worth that amount, and all necessary information. This is no humbug or lottery speculation.
VAN DUZEE BROTHERS,
Kingston, Ulster County, N. Y.

TO BOOKBINDERS.—WANTED, A THOroughly experienced blank bookbinder, of temperate and industrious habits qualified to take charge of a blank book bindery as foreman. Apply to KIGGINS & KELLOGG, Nos. 123 and 125 William-st.

WANTED—SALESMEN—TWO OR THREE EXperienced dry goods salesmen, who can influence a large cash or prompt paying trade. None others need apply. CUNNINGHAM, FROST & THROCKMORTON, No. 53 Murray-st.

WANTED—A WOMAN TO COOK, WASH AND iron; also, one to do chamberwork and waiting; a few miles in the country. Protestants preferred. Apply, Thursday and Friday, at No. 44 West 23d-st.

WANTED—A WATCHMAKER. NONE BUT A good workman, well recommended, need apply. A. SPADINE, No. 4 Maiden-lane, up stairs.

INSTRUCTION

NITCHY'S INSTITUTE AT WEST BLOOMFIELD, N. J.—Educates boys for Mercantile and Mechanical pursuits. The instruction is thorough, opposed to the memorising method, and develops all the mental faculties; the education is based on principles of kindness and liberality. Gardens, woods, mountains and rocks, baths, a gymnasium, pure and cool fair and water, render the Institute an eminently healthy and attractive place for the education of boys. For circulars containing all necessary information and references address AUG. F. NITCHY.

SCHOOL FOR BOYS.—ELM PARK COLLEgiate Institute, Litchfield, Conn. (the healthiest spot in the Union), the Rev. Dr. JAMES STONE, Principal; JAMES RICHARDS, Jr., late of Princeton College, N. J., Assistant Principal. Boys fitted for college or for business. A teacher of the French language resides in the family. Instruction thorough, discipline strict, accommodations superior, and terms moderate. For circulars, &c., address the Principal, or R. A. WATKINSON, Esq., No. 20 Nassau-st.

IMPORTANT TO ALL WHO WISH TO IMPROVE THEIR EDUCATION.—A graduate of Yale College, speaking fluently and grammatically the French language, of much experience in teaching, would like a few more pupils to instruct privately in English, classics or French. Terms as low as in schools. Satisfactory references. Address TEACHER, Box No. 153 *Times* Office, N. B.—This is a rare opportunity for those whose early education has been neglected.

THE REV. D. C. VAN NORMAN, A. M., late Principal of Rutgers Female Institute) will (D. V.) reopen his Institute for young ladies, at No. 79 East 16th-st., near Union square on Monday, Sept. 13. Circulars may be obtained at IVISON & PHINNEY'S Bookstore, No. 321 Broadway; at RAYNOR, HOWE & PERRY'S, 76 Bowery, and by addressing the Principal.

THE FERRIS FEMALE INSTITUTE,—(Day and Boarding,) Nos. 61 and 63 Madison-av., New-York. To be conducted on the same plan and to embrace the same thorough course as the Rutgers. Open Sept 15. Circulars obtained at RAYNOR'S, No. 76 Bowery, or of the Principal, at No. 194 East Broadway.
REV. DR FERRIS, Rector.
C. B. GARDNER, A. M., Principal.

TEACHERS

WANTED—A GOVERNESS IN A PRIVATE FAMily residing in the immediate vicinity of Baltimore, to instruct a young lady and a little girl; she must teach very thoroughly French, music upon the piano, and English. The very best of reference required, both as to character and qualifications. Salary $300 a year, paid quarterly. Address Mrs. G. V. L., St. Dennis Post-Office, Baltimore County, Md.

RESIDENT GOVERNESS.—A GERMAN PROtestant lady, aged 29, wishes to meet with a reengagement as above. Besides German and French, acquired in France, she instructs in all the branches of an English education. Italian and drawing in every style; music only to beginners. Previous to her present engagement, she was seven years in England, and can give the highest references. Address E. F., No. 178 7th-st.

AMERICAN SCHOOL INSTITUTE, NO. 546 Broadway, supplies schools and families with competent teachers and governesses; parents with School Circulars, and Teachers with positions. Especial attention paid to order for teachers. Reference to Dr. LOWELL MASON, Prof. C. T. ROOT, Faculty Amherst College, etc. Several Music and French teachers wanted.
SMITH, WOODMAN & CO.

THE NATIONAL TEACHERS' INSTITUTE—Provides teachers with situations, schools and families with teachers, and principals with pupils. Teachers wanted for the North, South and West. Correspondents wanted, at fair rates, in every State and county in the Union. Address RICE & ANDREWS, No. 289 Broadway, New-York.

GOVERNESS.—A FRENCH LADY, WHO ALSO Understands English, of refined education and manners, wishes to procure a situation as governess in a private family; she is well qualified to teach French and German. Apply to ROBERT FROEHLICH, No. 49 Cedar-st.

A YOUNG LADY, EXPERIENCED IN teaching, whose present engagement expires August 1, wishes to obtain a situation as resident governess in a gentleman's family; she teaches the English branches and music. Address A. B. C., Brooklyn Post-Office.

HORSES AND CARRIAGES.

CARRIAGES.—TWO SIX-SEAT GERMANTOWN Rockaways, entirely new and warranted, made very light for the country. Will be sold at less than cost to pay advances.
JAMES R. BREWSTER,
No. 396 Broadway.

FOR SALE—A HANDSOME THREE-SEATED rockaway carriage, in good order, and very little worn; just the thing for a family. Price $250 apply to S. ARCHER, Dobb's Ferry; or to I. H. ARCHER, No. 625 Water-st., New-York.

LOAN OFFICES.

ADVANCES MADE ON DIAMONDS, WATCHES, jewelry and other merchandise, or bought for the highest cash prices; no signs about the premises appertaining to the loan business, and all business strictly confidential. German, Spanish and other languages spoken. CHAS. KNOTT, No. 9 Nassau-st., up stairs.

AUCTION SALES.

REGULAR AUCTION SALE OF
REAL ESTATE,
BY ROBERT A. MACKAY,
Office 31 Exchange-place,
Tuesday, July 28,
AT 12 O'CLOCK, AT THE MERCHANTS' EXCHANGE.
Five valuable lots, northwest corner of 165th-st. and 163d-st., being in Washington Heights, (Carmansville,) and the most desirable location for business or other purposes on the north end of the Island.
2. Two lots on 10th-av., nearly opposite the above, with the Church thereon erected.
3. Four lots—two on 10th-av., and two on 167th-st., in the rear, between 10th and 11th aves., with a neat two story and basement house on 166th-st., and stable on 167th-st. House newly painted and in good order.
4. Four lots adjoining above, with house and stable to correspond.
5. Four lots—two on 166th-st., and two on 167th-st., in the rear, near 11th-av., with a spacious, well-built, nearly new house, in first-rate order, on 166th-st., with plank stable in the rear.
6. Four lots—two on 165th-st., and two on 166th, in the rear, near 11th-av.
A special attention is called to this property, it being really very desirable, located as it is on high ground, near the North River, and in less than ten minutes' walk of railroad station and steamboat landing. Good schools, churches, markets, stores, &c. It is in the immediate vicinity of Audubon-park, Woodland-park, Fort Washington, High Bridge, and only two miles north of Central-park.

A. M. CRISTADAL, Auctioneer.
SHERIFF'S SALE OF $15,000 WORTH of gold and silver, Geneva and French watches. A. M. CRISTADAL, auctioneer, will sell on TUESDAY, 28th, at 10½ o'clock, at No. 4 Cortlandt-st., removed for convenience of sale an extensive and valuable assortment as above, consisting of:
12 gold repeating watches by Leaudo and others.
12 gold chronometer by Leaudo, French and Roskell.
50 diamond set hunting watches.
48 gold 8 plate hunting-lovers, by French Royal Exchange, Evenly and H. I. Tobias.
200 gold hunting detached levers, gold and gilt cases.
24 double time hunting watches.
200 silver hunting detached silver and gilt cases.
200 silver plaque hunting detached levers, fancy movements.
80 open face silver detached levers.
80 open face silver lepines.
10 Chinese duplex watches, &

DIVIDENDS.

HUTGERS FIRE INSURANCE COMPANY.

OFFICE No. 126 CHATHAM-SQUARE, corner Mott-st.

NEW-YORK, July 14, 1856.

DIVIDEND.—The Company has declared a semi-annual dividend of EIGHT per cent., payable on the 1st day of August next. The transfer books will be closed from the 20th inst. until August 1.

☞ This dividend is paid upon a capital of $300,000, with a surplus of over $90,000. By order

A. B. FELLOWS, Secretary.

MARITIME SAVINGS BANK, Third-ave. cor. street of Seventeenth-st. NEW-YORK, July 1, 1856.

DIVIDEND.—THE DEPOSITORS ARE NOTIFIED that the semi-annual dividend, at the rate of six per cent. per annum, on all sums of $5 and up to $500, and at five per cent. on all sums over $500, which have been deposited at least three months prior to the 1st instant, will be allowed to the depositors, payable on and after MONDAY, the 7th instant. All interest not called for will remain as principal, and draw interest from the 1st instant. BANK open daily from 9 to 2 P. M., and on Wednesday and Saturday evenings from 5 to 8 o'clock.

THOMAS B. STILLMAN, President.

I. P. Smith, Secretary.

MECHANICS' AND TRADERS' SAVINGS INSTITUTION, No. 633 Grand-st., corner of Willett. NEW-YORK June 30, 1856.

DIVIDEND NOTICE.—DEPOSITORS ARE hereby notified that a semi-annual dividend at the rate of 6 per cent per annum on all sums of over $500, which shall have been deposited at least three months previous to the 1st of July next, will be paid to depositors on and after Monday, July 14. Interest not called for will remain as principal and draw interest from the 1st of July next. Bank open daily from 9 to 2 P. M., and on Wednesday and Saturday evenings from 5 to 8 o'clock.

ALFRED T. CONKLIN, President.

JAMES P. HASLET, Secretary.

EAST RIVER SAVINGS BANK, No. 3 Chambers-street. NEW-YORK, July 14, 1856.

DIVIDEND.—THE DEPOSITORS ARE HEREBY notified that a semi-annual dividend, at the rate of 6 per cent per annum, on all sums of $5 and up to $500, and 5 per cent. per annum on all sums over $500 which shall have been deposited there at least three months previous to the 1st instant, will be allowed to the depositors, payable on and after MONDAY, the 28th instant during the hours of business at the Bank. All interest not called for will remain as principal, and draw interest from the 1st instant. Bank open daily from 10 A. M. to 3 P. M., and on Thursdays from 5 to 8 o'clock P. M.

PETER H. TITUS, President.

C. A. Whitney, Secretary.

BROADWAY SAVINGS INSTITUTION, No. 411 BROADWAY, ENTRANCE ON PARK PLACE.—Depositors are hereby notified that the semi-annual dividend on all sums entitled thereto, at the rate of six per cent. per annum on sums not exceeding $500, and five per cent. over $500, will be paid on and after Monday, July 14. Interest not called for will remain as principal and draw interest accordingly from July 1. Bank open daily from 10 to 3 o'clock, and every Monday evening from 5 to 7.

FRANCIS P. SCHOALS, President

WADE R. WORRALL, Secretary.

PETER CUMMING, Accountant.

OFFICE OF THE SIXTH AVENUE RAILROAD COMPANY, New-York, 42d-st., July 15, 1856.

DIVIDEND.—THE DIRECTORS OF THIS COMPANY have declared a dividend of 5 per cent. on its capital, on of the earnings of the Road, for the current six months, payable at the office of the Treasurer, Geo. G. Williams Esq. (Cashier,) at the Chemical Bank on the 1st day of August next. The transfer book will be closed from the 20th to that day.

R. BAILEY MYERS, Secretary.

SOUTHERN BANK, NEW-ORLEANS, June 30, 1856.

AT A MEETING OF THE BOARD OF Directors this day, a dividend of four per cent. was declared on the capital stock of the parties of the last part, payable to the stockholders here on July 13, 1856 and to those at the north on the 19th idem, at the Bank of America, in the City of New-York.

THOMAS LAYTON, Cashier.

BANK OF NEW-YORK.—THE BOARD OF Directors of the Bank of New-York have this day declared a dividend of three and a half per cent. on the capital stock of this Bank, payable to the stockholders on and after the 1st of July next.

The books of transfer will be closed from this date to the 5th day of July

W. B. MEEKER, Cashier.

June 23, 1856

LAFAYETTE FIRE INSURANCE CO. OF BROOKLYN, OFFICES { No. 247 Fulton-st., Brooklyn, No. 14 Wall-st., New-York. NEW-YORK July 12, 1856.

THE BOARD OF DIRECTORS HAVE This day declared a Dividend of 7 per cent., payable on demand.

ANSON S. PALMER, Secretary.

OFFICE OF THE PACIFIC FIRE INSURANCE COMPANY.—NEW-YORK, July 1, 1856.—DIVIDEND.—At a meeting of the Board of Directors of this Company, held this day, a Dividend of (9) nine per cent., for the last six months was declared, payable on the 10th instant, until which time the transfer books will be closed. T. F. JEREMIAH, Secretary.

MERCHANTS' INSURANCE COMPANY, corner of FULTON AND GREENWICH STREETS. NEW-YORK, July 6, 1856.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of fifteen (15) per cent., payable on the 12th inst.

J. L. DOUGLASS, Secretary.

OFFICE OF THE PEOPLE'S FIRE INSURANCE CO., NEW-YORK, July 3, 1856.

THE BOARD OF DIRECTORS HAVE DEclared a semi annual dividend of six per cent., payable on and after the 7th July, inst., until which time the Transfer books will be closed. By order,

W. F. UNDERHILL, Secretary.

COLUMBIA FIRE INSURANCE COMPANY, OFFICE No. 10 WALL-ST. NEW-YORK, July 1, 1856.

DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a semi-annual Dividend of six per cent., payable on and after the 10th inst. The transfer books will be closed until that date.

JOHN C. BERGH, Secretary.

CONTINENTAL BANK, NEW-YORK, June 30, 1856.

DIVIDEND.—A DIVIDEND OF THREE AND A half per cent. from the profits of the current six months will be paid to the stockholders of this Bank on and after Tuesday, the 6th of July proximo. The Transfer Books will be closed until the 6th proximo.

E. W. TALMAN, Cashier.

OFFICE OF THE ARCTIC FIRE INSURANCE CO., No. 29 WALL-ST. NEW-YORK July 14, 1856.

THE DIRECTORS HAVE THIS DAY DEclared a semi-annual dividend of FIVE per cent., payable on and after the 19th inst.

RICHARD A. OAKLEY, Secretary.

OFFICE OF THE ORIENTAL FIRE INSURANCE CO., No. 52 WALL-ST., NEW-YORK, July 1, 1856.

DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a semi annual dividend of SIX per cent., payable on demand. By order,

JAS. B. AMES, Jr., Secretary.

HUMBOLDT FIRE INSURANCE COMPANY, NEW-YORK, July 1, 1856.

A DIVIDEND OF SEVEN PER CENT. on the capital stock of this Company has been this day declared, payable on demand.

WM. MULLIGAN, Secretary.

OFFICE OF THE HARMONY FIRE AND MARINE INS. CO. NEW-YORK, July 1, 1856.

THE DIVIDEND OF THREE AND A HALF per cent., due this day, is payable to the stockholders, at the Office of the Company, No. 6 Broad-st. By order of the Board.

E. C. GLOVER, Secretary.

DIVIDEND.—THE HARLEM GAS-LIGHT COMPANY, Office No. 29 Wooster-st., New-York, July 15, 1856.—The Board of Directors have this day declared a dividend of THREE PER CENT., payable on and after the 20th inst. The transfer-books will be closed from the 15th to the 20th inst.

HENRY P. McGOWN, Sec'y.

DIVIDEND.—THE NEWTON COPPER TYPE Company will pay to their Stockholders a semi-annual dividend of three and-a-half (3½) per cent., at the office of the Company, No. 14 Frankfort-st., on and after the 15th inst. The Transfer Books will be closed on the 10th inst.

SAMUEL OSBORARD, Sec'y.

NEW-YORK, July 9, 1856.

OFFICE OF THE SECURITY FIRE INSURANCE CO.—No. 31 Pine-st., (Great Western Buildings, (New-York,) July 12, 1856.—A semi-annual Dividend of seven per cent. has been this day declared, payable on demand.

THOS. W. BIRDSALL, Secretary.

OFFICE OF THE MANHAT FIRE INSURANCE CO. 67 BROADWAY, June 30, 1856.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi annual dividend of ten (10) per cent., payable on and after the 1st day of July.

A. J. BLEECKER, Secretary.

MERCHANTS' BANK, NEW-YORK, July 9, 1856.

A DIVIDEND OF FIVE (5) PER CENT. ON the capital stock of this Bank has been declared payable on the 15th inst. The transfer books will be closed until that date.

E. J. BLAKE, Cashier.

OFFICE OF THE HOPE FIRE INSURANCE COMPANY, No. 29 Wall-st., NEW-YORK, July 8, 1856.

A SEMI-ANNUAL DIVIDEND OF FIVE per cent has this day been declared, payable on demand. By order,

THOMAS GREENLEAF, Secretary.

EXCHANGE FIRE INSURANCE COMPANY, No. 2 Wall-st., NEW-YORK, July 8, 1856.

THE COMPANY HAS DECLARED A semi-annual Dividend of seven per cent payable on the 20th inst. HENRY QUACKENBOSS, Secretary.

OFFICE OF THE NEW WORLD FIRE INSURANCE COMPANY, No. 29 Pine-st., July 14, 1856. A semi-annual dividend of five per cent. has this day been declared, payable on demand.

SAMUEL A. PATTERSON, Secretary.

FOURTEENTH DIVIDEND.—EMPIRE CITY Fire Insurance Company, No. 64 Wall-st. A semi-annual dividend of 7 per cent. has this day been declared, payable on demand. LINDLEY MURRAY, Secty.

NEW-YORK, July 2, 1856.

BANK NOTICES.

STATE OF NEW-YORK.—BANK DEPARTMENT.—ALBANY, July 8, 1856.—The time fixed by law for the re-emption of the circulating notes issued to the JAMES BANK having expired—pursuant to chapter 330 of the laws of 1851, NOTICE IS HEREBY GIVEN that a final dividend of EIGHT (8) per cent. has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in redemption of the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.

JAMES M. COOK, Superintendent.

STATE OF NEW-YORK.—BANK DEPARTMENT.—ALBANY, July 8, 1856.—The time fixed by law for the re-emption of the circulating notes issued to THE BANK OF NEW-ROCHELLE having expired—pursuant to chapter 330 of the laws of 1851, NOTICE IS HEREBY GIVEN that a final dividend of FIVE (5) per cent. has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in redemption of the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department within SIX MONTHS from the date of this notice, and not thereafter.

JAMES M. COOK, Superintendent.

BARNES & COLE, ATTORNEYS AND COUNSELORS-AT-LAW, New-York Times Building, No. 41 Park-row, New-York (Room No. 25.)

WILLIAM BARNES. SETH B. COLE.

FINANCIAL.

AUGUST BELMONT, BANKER, NO. 6 NASSAU-ST., ISSUES LETTERS OF CREDIT, AVAILABLE TO TRAVELLERS IN ALL PARTS OF THE WORLD.

M. W. LANSING & CO., NOS. 70 AND 72 BROADWAY, NEW-YORK, European Commission Merchants, Bankers and Dealers in Exchange, have established a Branch in INTERNATIONAL AGENCY for the transaction of general business in connection with their AMERICAN AND EUROPEAN EXPRESS, to transmit passengers to and from all parts of Europe, and to afford all desirable facilities to PERSONS GOING ABROAD.

Sight and time bills on London or Paris, and letters of credit available in all parts of the world.

REFERENCES:

James Boorman, New-York. Erastus Corning, Albany. Alsop & Chauncey do. Gray & Dodworth, Boston. R. Whitehouse, Son & Morrison, New-York. Dean Richmond, Buffalo. Carey, Howard & Sanger. E. S. Sandford, Philadel'a

DAVID GROESBECK. LOUIS T. HOYT.

BANKING AND COLLECTION OFFICE OF GROESBECK & HOYT, No. 58 WALL-ST., New-York.

Having established reliable and prompt correspondents throughout the United States and Canadas, we are prepared to make collections and render quick returns at the usual rates.

Particular attention will be given to the purchase and sale of Stocks and Bonds, for cash, at the Brokers' Board, both partners being members of the New-York Stock Exchange.

Time orders for the purchase of Stocks or Bonds must be complied with a deposit of ten per cent on their par value, subject to additional call (if necessary) during the pendency of the contract.

Prime mercantile paper negotiated at the most favorable terms.

Domestic and Foreign Exchange bought and sold.

Cash advanced on sound securities that have a quotable market value here and are of ready sale.

Dividends collected and proceeds remitted per order.

REFERENCES:

F. DARLING, Esq., President of Union Bank, New-York. AUGUST BELMONT, Esq., New-York.

DUNCAN, SHERMAN & CO., BANKERS, CORNER PINE AND NASSAU STS., NEW-YORK, ISSUE CIRCULAR NOTES AND LETTERS OF CREDIT, for travelers, available in all the principal cities of the world. Also, MERCANTILE CREDITS, for use in EUROPE, CHINA, etc.

TEXAS COLLECTIONS. COMMERCIAL AND AGRICULTURAL BANK, GALVESTON, TEXAS.

S. M. WILLIAMS, President. H. JENKINS, Cashier. Collections made and remitted for promptly in eight days on New-York, Boston, Philadelphia or New Orleans. Collections made at ¼ per cent. commission.

New York correspondents, Messrs. KIRBAN & TAYLOR.

COLLECTIONS.

We make collection of time paper payable in Chicago, remitting at the current rate of Exchange on New-York without extra charge. Collections on other prominent points throughout the West, attended to on favorable terms, at the risk of the owners.

GEO. SMITH & CO., Bankers Chicago, Illinois.

PROPOSALS FOR $200,000 CENTRAL PARK IMPROVEMENT FUND STOCK.—Sealed proposals will be received at the Comptroller's office, No. 5 Hall of Records, until Monday, July 28, 1856, at 3 o'clock, P. M., when the same will be publicly opened for the whole or any part of the amount of Three Hundred Thousand Dollars of "The Central Park Improvement Fund Stock of the City of New-York," authorized by an act of the Legislature of the State, entitled "An act for the Regulation and Government of the Central Park in the City of New-York," passed April 17, 1857, and by an ordinance of the common Council, approved by the Mayor Nov. 9, 1857, and by a further ordinance of the Common Council, a proved by the Mayor June 24, 1856.

The said stock will consist of Three Thousand Shares of One Hundred Dollars each share, bearing interest at the rate of six per cent. per annum, payable quarter yearly and the principal sum redeemable on the first day of August, 1887.

The proposals will state the number of shares and the price per share. The stock to be issued as follows: $50 000 within three days after the acceptance of the proposals, and the balance in monthly installments of $50,000 each until the whole sum is issued.

The persons whose proposals are accepted will be required to deposit with the Chamberlain of the City the sum awarded and covered by the bid, and on presenting the receipt of the Chamberlain to the Comptroller, will be entitled to receive a certificate for the par value of the number of shares carrying interest from the date of the deposit.

Each proposition should be sealed up and indorsed "Proposal for six per cent central Park Improvement Fund Stock" and the proposition may then be put up in a second envelope, sealed and directed "A. C. Flagg, Comptroller, No. 5, Hall of Records, New-York"

The right is reserved on the part of the Comptroller to reject any or all of the bids if considered necessary to protect or promote the interests of the city

A. C. FLAGG, Comptroller.

Department of Finance, Comptroller's office, New-York, June 24, 1856.

EVERETT FIRE INSURANCE COMPANY.—Books for subscription to the capital stock of this Company will be opened under the direction of the subscribers, at the office of the Company under the Bank of the Commonwealth, corner of Pine and Nassau sts., on Tuesday, July 29, at 12 o'clock M., and be kept open daily, from 12 to 3 o'clock P. M., until the whole amount of capital stock shall have been subscribed.

Ten per cent. payable at the time of subscribing, and the balance on or before Aug. 2, 1856.

JEROMUS P. JOHNSON, NATHANIEL JARVIS, Jr., } Commissioners. MILTON G. SMITH.

OFFICE AMERICAN GUANO CO., (No. 66 William-st., corner of Cedar,) NEW-YORK, July 1, 1856.

THE HOLDERS OF THE SCRIP STOCK of the American Guano Company, are hereby notified that the third installment of two dollars and fifty cents per share is called and made payable on or before the 1st of September next. By order of the Board of Trustees.

JAS. S. WYCKOFF, Treasurer.

LA CROSSE AND MILWAUKEE RAILROAD L—NOTICE.—A Committee has been appointed by the Board of Directors of the La Crosse and Milwaukee Railroad Company to adjust and settle all claims against said Company. Parties interested in the floating debt of the above Company, or the unsecured Bonds, are requested to call at their office, No. 27 William-st.

WM. A. GUERSF, Chairman.

$100.000.—ST. LOUIS COUNTY ANTICIPATION Tax Bonds. Seven per cents., due in 1862. 1863 and 1864, similar to $1,200 000 bonds of said county redeemed in 1854, 1855 1856 and 1857, for sale by E. D. MORGAN & CO.

M'DONOUGH COUNTY COUPONS.—THE Coupons of the McDonough County, Illinois, bonds, issued to Northern Cross R. R. Co., due July 1, will be paid at the office of WOODRUFF & CO., No. 40 Broad-st.

SECOND AVENUE RAILROAD COMPANY First Mortgage Bonds, bearing 7 per cent. interest, coupons payable June and December, for sale by WM. & JOHN O'BRIEN, No. 39 Wall-st.

FIREMEN'S FUND, SAFEGUARD, AND Clinton Fire Stocks, wanted. by JOHN B. MURRAY, No. 46 Wall-st., Manhattan Bank.

NORWICH AND WORCESTER DIVIDEND scrip purchased by E. A. BENEDICT, No. 39 William st.

SAVINGS BANKS.

BOWERY SAVINGS BANK, NEW-YORK, July 12, 1856. THE DEPOSITORS ARE HEREBY NOTIFIED that interest at the rate of five per cent. per annum on all sums of $5 and upward, and not exceeding $500 and four per cent. per annum on all sums over $500, which have been deposited at least three months previous to the 1st inst., will be allowed to the depositors, payable on or after Monday, the 19th inst., in accordance with the provisions of the by-laws. All interest not called for will remain as principal, and draw interest accordingly from 1st inst.

The Bank is to open for business daily from 10 to 2 o'clock, and on Monday, Wednesday and Friday evenings from 5 to 7 o'clock, at No. 128 Bowery. By order of the Trustees. THOMAS JEREMIAH, President.

G. H. COGGESHALL, Secretary.

BANK FOR SAVINGS, No. 67 BLEECKER-STREET, NEW-YORK, June 14, 1856.

UNDER THE PROVISION OF THE BYlaws, the Trustees of this Institution have directed an interest to be paid to all depositors entitled thereto, for the six months ending June 30, at the rate of five per cent. per annum on all sums amounting to $3 and under $400, and on all sums amounting to $400 and upward, an interest at the rate of four per cent. per annum, payable on and after Monday, July 14. Also, an extra dividend, being in addition and precisely equal in amount to the half yearly interest allowed to depositors at this period; such extra interest or dividend to be calculated on the same principle, and made payable to depositors or passed to their credit at the same time with the half yearly interest.

J. DE P. OGDEN, Secretary.

BANK FOR SAVINGS, CORNER TWENTY-FIFTH-ST. AND THIRD-AV.—DIVIDEND.—The Bloomingdale Savings Bank, corner 25th-st. and 3d-av., will pay on and after July 10, its usual semi annual dividend of 6 per cent. on deposits of $1,000 and under and 5 per cent. on sums over $1,000. Interest not drawn will be passed to the credit of depositors, and draw interest as an original deposit. Bank open for business daily from 10 A. M. to 3 P. M., and on Mondays Wednesdays and Saturday evenings, from 6 to 8 P. M.

SPENCER K. GREEN, President. J. N. LUCKEY, Actuary.

JOHN WAITE, Secretary.

INSTITUTION FOR THE SAVINGS OF MECHANICS' AND OTHERS, No. 200 Broadway. CLERK'S OFFICE, July 1, 1856.

THE TRUSTEES HAVE ORDERED THAT interest be paid to depositors entitled thereto, for the six months ending June 30, as follows:

On sums of $5, and not over $400, at the rate of six per cent per annum, and

On sums exceeding $400, at the rate of five per cent. per annum, payable on and after Monday, the 14th inst. All interest will be credited to depositors as principal.

MOSES H. GRINNELL, President.

ANDREW WARNER, Secretary. NEW-YORK, July 8, 1856.

ROSEHILL SAVINGS BANK.—CORNER OF 26th-st. and 8th-av. All moneys deposited in this Bank up to July 15, will draw interest from the 1st.

J. BRINKERHOFF, Sec. WM. F. HAVEMEYER, Pres.

PROPOSALS

SEALED PROPOSALS WILL BE RECEIVED by the undersigned School Officers of the 14th Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until Wednesday, the 21st of July inst., at 12 o'clock, noon, for heating Ward schoolhouse No. 21, now in the course of erection, on the easterly side of Marion-st., between Prince and Spring sts., in the said Ward, according to plans and specifications to be approved by the Board of Education and the school officers of the Ward.

Proposals must state the kind and quality of the heating apparatus proposed to be put in the said school, with an obligation on the part of the bidder or bidders to complete the heating process so that the same shall be effectual in warming the said school to the satisfaction of the school officers of the Ward previous to any payment being made for or on account of the same. Proposals to be indorsed, "Proposals for heating Ward school house No. 21, 14th Ward."

The school officers reserve the right to reject any or all of the proposals offered if deemed for the public interest to do so.

ANDREW H. GREEN, Chairman of the Board of School Officers of the 14th Ward.

HENRY P. WARD, Secretary.

STEAMBOATS

LAKE GEORGE. The new and beautiful steamer MINNEHAHA, Capt. JAMES GALE, will commence her regular trips on June 1 from CALDWELL TO TICONDEROGA, connecting with the steamboats on Lake Champlain. THE FOX WILLIAM HENRY HOTELS, CALDWELL, LAKE GEORGE, open for the reception of guests May 15.

DANIEL GALE.

FOR SHREWSBURY, LONG BRANCH, HIGHLANDS OCEAN HOUSE, PORT WASHINGTON, MIDDLETOWN, FAIR HAVEN AND RED BANK.—Fare 50 cents. The new and swift steamer ALICE PRICE, JOHN BOGART, Commander, will run as follows, from Robbins's at N. R.:

LEAVE NEW-YORK, foot Robinson-st.	LEAVE RED BANK AND SEABOCK point.
Saturday, July 12, 9 A. M.	Saturday, July 12, 11½ A. M.
*Saturday, July 12, 2½ P. M.	Sunday, July 13, 1 P. M.
Sunday, July 13, 7 A. M.	*Sunday, July 13, 4 P. M.
*Sunday, July 13, 4½ P. M.	Monday, July 14, 8½ A. M.
*Monday, July 14, 6½ A. M.	Monday, July 14, 1 P. M.
Monday, July 14, 10 A. M.	Tuesday, July 15, 1 P. M.
Tuesday, July 15, 8 A. M.	Wednesday, July 16, 6½ A. M.
*Wednesday, July 16, 7 A. M.	Thursday, July 17, 6½ A. M.
Wednesday, July 16, 3 P. M.	Friday, July 18, 6 A. M.
Thursday, July 17, 3 P. M.	Saturday, July 19, 7 P. M.
Friday, July 18, 11 A. M.	Saturday, July 19, 6 A. M.
Friday, July 18, 3½ P. M.	
Saturday, July 19, 3½ P. M.	

Where the * occurs the Red Bank Landings are omitted, the Boats leaving New York and Branch Port at the same time—meeting and exchanging passengers outside the bar.

The steamer LEADER connects with this boat for Pleasure Bay and Long Branch direct.

Allen Haight's line of stages for Squan connects with this boat; also stages to all parts of the country.

THE CROTON, CAPTAIN W. H. WOOD, leaves Pier No. 2, East River, foot of Roosevelt-st., every afternoon at 4 o'clock,

Arriving at	Returning next morning, leaves
Bayles' Dock.....5:00 P. M.	Glen Wood.....6:30 A. M.
Great Neck.....5:15 P. M.	Glen Cove.....7:00 A. M.
Sands' Point.....5:45 P. M.	Sands' Point.....7:25 A. M.
Glen Cove.....6:00 P. M.	Great Neck.....7:45 A. M.
Glen Wood.....6:30 P. M.	Bayles' Dock.....8:00 A. M.
	Arrive at N. York 9:00 A. M.

N. B.—The CROTON, being now in fine order for speed and comfort can be chartered for Pic-Nic and Excursion parties, with the use of a most beautiful grove at Glen Wood. Apply to the Captain on board.

OPPOSITION TO THE NEW-HAVEN RAILROAD.—The inhabitants of Mamaroneck and New-Rochelle have purchased the steamboat ISLAND CITY, and have started a ferry from the above places. The boat starts from the new dock, built by the Company at Delancy's Neck, at 7. New-Rochelle at 7½ and City Island at 8 o'clock, A. M.; returning, leaves Fulton Market at 4 P. M. This is a most delightful sail, and the enterprise must succeed, as we hope will convince this foreign railroad Company, that the people of this State will not pay tribute to Connecticut.

ASTORIA AND RAVENSWOOD.—STEAMER LIBERTY leaves Peck Slip, New York, at 9½ A. M., 1, 4 and 6 P. M. Leaves Astoria at 7½ and 9½ A. M., and 3 and 5 P. M. Landing at 10th-st. at 8½ and 9½ A. M., and 1 and 5 P. M. Through in 40 minutes. Fare, 12 cents.

SUNDAY BOAT FOR NEWBURG.—THE Steamer BROADWAY will leave Pier foot of Jay-st. EVERY SUNDAY MORNING, at 7:30 o'clock, landing at Amos-st., Yonkers, Hastings, Dobbs' Ferry, Tarrytown, Sing Sing, Haverstraw, Peekskill, (by ferry,) West Point and Cornwall. Returning, will leave Newburg at 1 o'clock.

AFTERNOON BOAT FOR YONKERS, HASTINGS, DOBBS FERRY, TARRYTOWN, SING SING AND HAVERSTRAW.—Steamer BRADWAY will leave pier foot Jay-st. EVERY AFTERNOON, at 4 o'clock, touching at Amos-st.

STATEN ISLAND FERRY.—BOATS LEAVE foot of Whitehall-st. every hour, from 6 A. M. to 7 P. M.; leave Staten Island every hour, from 6 A. M. to 7 P. M. Fare 6 cents. On fine Sundays boats leave every half-hour.

FOR SAG HARBOR, GREENPORT AND ORIENT.—The screw-steamer ALBANY, Capt. D. G. BERRY will leave pier No 11, North River, at 4 P. M., on SATURDAY. For freight and passage, apply on board.

DAY BOAT FOR ALBANY.—STEAMER METAMORA, every Tuesday Thursday and Saturday, from foot of Jay-st., at 7 o'clock A. M.

DAY BOAT FOR ALBANY.—STEAMER ARIADNE every MONDAY, WEDNESDAY and FRIDAY from foot of Murray-st., at 7 o'clock A. M.

EXCURSIONS.

DAILY EXCURSIONS TO HARLEM, MOTT HAVEN, TREMONT, MORRISANIA, EAST AND WEST CHESTER, WEST FARMS, HIGH BRIDGE.

The HARLEM AND NEW-YORK NAVIGATION COMPANY'S new and splendid steamers SYLVAN SHORE and SYLVAN GROVE.

Leave Harlem.	Leave Peck slip.
6 00 A. M.	7 00 A. M.
7 00 A. M.	8 00 A. M.
8 00 A. M.	9 15 A. M.
9 00 A. M.	11 00 A. M.
10 30 A. M.	1 30 P. M.
1 00 P. M.	3 15 P. M.
3 00 P. M.	4 15 P. M.
4 15 P. M.	5 15 P. M.
5 15 P. M.	6 15 P. M.
6 15 P. M.	7 15 P. M.

Landing at 70th and 120th sts., each way. FARE 8 CENTS.

Running through the East and Harlem Rivers, past Hurl Gate, Blackwell's, Ward's and Randall's Islands, giving a fine view of the public institutions. Stages or private conveyance to any of the above villages or the High Bridge, on the arrival of each boat at Harlem. All Fulton Ferry stages run to within two rods of the Peck-slip landing. All Dry Dock and Greenpoint Ferry stages, to and from the 10th-st. landing.

EXTRA EXCURSIONS.—ON SUNDAY, JULY 13, and every Sunday thereafter during the season, to the sea-shore at Coney Island, landing at Fort Hamilton.—The favorite steamers AURORA and UNION will run as follows: Leaving West 10th-st., (Amos-st.,) at 9:15, 10:15, 12:15, 2:15 and 3:15. Spring-st., at 9:30, 10:30, 12:30, 2:30 and 3:30; Pier No. 4, North River, at 10, 10:45, 1, 2:45 and 3:45; Pier No. 1, North River, at 10 and 2, and Peck-slip at 11 and 3 o'clock. Leaving the Island at 11, 12:15, 2 5:30 and 6:30 o'clock. Fare for the excursion 25 cents. Tickets may be used on either boat. N. B.—The 2d and 5d-av. cars run directly to Peck slip.

REGULAR SUNDAY TRIP TO GLEN COVE, SANDS' POINT, NEW ROCHELLE, CITY ISLAND, WHITE STONE, AND STRATTONPORT.—The double-engine steamer OHIO, Captain R. R. Swasson, will continue to leave every SUNDAY, for the season, as follows: Am-st., 7; Spring-st., 7:15; Peck-slip, 8; Broome-st., 8:15; 10th-st., 8:30; 26th-st., 9; 33d st., 9:15 A. M. Returning, will leave Glen Cove at 3 P. M.; New Rochelle, 3:45; City Island, 4:15, and Westchester, 4:45. Fare each way 25 cents; to Strattonport and return 25 cents. The 2d av. cars run within one block of the landing at 33d-st.

SUNDAY SCHOOL EXCURSION.—THE Sunday School of the 17th-st. Methodist Church, near 2d-av., will go on a free excursion to Randall's Island, on TUESDAY, July 22. The School and friends desiring to accompany it will meet at the Church on the morning of the 22d, at 7½ o'clock, and proceed to the foot of 23d-st., where a steamboat will be in readiness to convey them to the Island. Returning, leave the Island at 6 o'clock. Dodworth's Band will accompany the School.

Tickets, 25 cents; children, 13. Can be had at E. BLOOMER'S Bookstore, No 9 Cooper Institute, or at the Church on the morning of the 22d.

EXCURSIONS!—THE COMMODIOUS STEAMboat WASHINGTON, (capable of carrying 1,500 passengers,) Captain THOS. JONES, and barges JEFFERSON and BALTIMORE have been put in thorough order, and can now be chartered for summer excursions on reasonable terms. Also, a small tug, with barge, at a reduced price. Apply to A. VAN WINKLE, No. 205 West-st.

EXCURSIONS TO ELIZABETHPORT, N. J.—The steamboats RED JACKET, WYOMING or KILL VON KULL, leave Pier No. 2, North River, daily, Sundays excepted, at 9 A. M., 12 M. and 6:30 P. M. Returning leave Elizabethport at 6:30 A. M., 9:45 A. M., 2:15 and 6:30 P. M. Tickets to go and return the same day, 30 cents; to Elizabeth City 10 cents additional.

SUNDAY EXCURSION TO FORT LEE, GUTTENBERG, BULL'S FERRY AND PLEASANT VALLEY.—Steamboat MAY FLOWER leaves Spring-st. every fair SUNDAY, at 9:15 A. M. and 1 and 4 P. M. Leaves Fort Lee at 11 A. M., 2:30 and 6:30 P. M. Fare 10 cents

EXCURSIONS.—THE NEW, FAST, AND SPLENdid sea-going steamer JAMES A. STEVENS and JOHN L. LOCKWOOD, with barges, can be chartered by Sunday schools, parties, &c. Apply to JOSEPH T. MARTIN, Agent, No. 66 South-st., corner Pine.

COAL.

BEST LIVERPOOL CANNEL AND HALLIBURTON'S ORREL COAL AT REDUCED PRICES.

The undersigned are now ready to deliver the best Liverpool Cannel and Halliburton's Orrel Coal, both kinds expressly selected for family use, screened from yard and delivered free of cartage, at the following reduced prices: CANNEL COAL, PER CHALDRON.....$12 50
ORREL, PER CHALDRON.....10 50

Orders can be left at our office, No. 45 South-st., or with our agent, THOS O'NEIL, at yards foot of Warren-st., North River; foot of 14th st., East River; at No. 14 West 23d st., and at the Drug Stores of Messrs. Hegeman & Co., Nos. 168, 272, 511 and 754 Broadway.

CHAS. A. BECKSCHER & CO.

$4 50. PRIME ANTHRACITE $4 50. COAL, AT $4 50 PER TON.

Of 2 000 pounds, delivered free of cartage, at Retail.

The undersigned are now delivering their celebrated Black Heath and hard Broad Mountain and prime Red Ash Coals, for Furnaces, Ranges, Grates and Stoves, direct from boats, at the above reduced price; from yard 25 cents per ton higher.

Orders can be left at our office, No. 45 South-st., or with our agent THOMAS O'NEIL, at yards foot of Warren-st., North River; foot of 14th st., East River; at No. 14 West 23d-st.; and at the Drug Stores of Messrs. HEGEMAN & CO., Nos. 168, 272, 511 and 754 Broadway.

CHAS. A. BECKSCHER & CO.

OFFICE OF THE CUMBERLAND COAL AND IRON CO., Corner of Broadway and Wall-st. NEW-YORK, April 27, 1852.

THE CUMBERLAND COAL AND IRON Company are now prepared to contract for the sale of their well known and approved qualities of Cumberland Coal. It will be shipped in the best order from the Company's depôts at Alexandria, Pa., and Baltimore, Md.

The Company, when required, will charter vessels at lowest freights without charge.

ROBERT P. GETTY, President.

SIDNEY, PICTOU AND LINGAN COAL MINES.—Gas Companies, iron manufacturers and others, wishing to import coal from these mines, can have full information, or credits opened by addressing or inquiring of E. CUNARD, No. 4 Bowling-green.

WATCHES AND JEWELERY.

GOLD WATCHES, DIAMONDS, FINE Jewelry, and Sterling Silver-Ware. Real Albata Plated Ware, Forks, Spoons, Cake Baskets, Tea Sets, &c.

GOLD WATCHES FROM $20 to $250.

We import a watch (price $120) which we think will keep better time than any other watch in this market.

A written guarantee given with our articles to be as represented. SQUIER & LANDER, No. 97 Fulton-st.

RAILROADS

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.—Commencing Monday, May 19, 1856:

Trains leave the depôt corner of White and Centre sts., New-York, as

6:15 P. M., for White Plains and intermediate stations.

Trains leave Depôt corner of 26th-st. and 4th-av., New-York, as

8:10 A. M. Williams Bridge Train, stopping at all intermediate stations.

9:30 A. M. Mail Train, stopping at, and all stations South of, Williams Bridge.

11 A. M. Williams Bridge Train, stopping at all stations.

11:30 A. M. White Plains do. do.

2:30 P. M. Williams Bridge, do. do.

4:00 P. M. White Plains, do. do.

6:00 P. M. Dover Plains Train, stopping at Williams Bridge and all stations North.

6:40 P. M. White Plains Train, stopping at all stations.

6:30 P. M. Williams Bridge Train, stopping at all stations.

Returning, leave Chatham Four Corners:

12:50 P. M. Mail Train stopping at Williams Bridge, White Plains, and all stations North.

WM. J. CAMPBELL, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 19, 1856, and until further notice passenger trains will leave Pier, foot of Duane-st., as follows, viz.: Dunkirk Express, at 6 A. M. for Dunkirk and principal intermediate stations. Mail train at 8 A. M., for Dunkirk and Buffalo and intermediate stations. Rockland Passenger, at 3 P. M., from foot Chambers-st. and Pierpont, for Goshen and intermediate stations. Way passenger at 4 P. M., for Newburgh, Middletown and intermediate stations. Night Express, at 5 P. M., for Dunkirk and Buffalo. The above trains run daily, Sundays excepted. These Express Trains connect at Binghamton with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton, with the Syracuse and Binghamton Railroad for Syracuse; at Corning, with the Buffalo, Corning and New York Railroad, for Rochester; at Great Bend, with the Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville, with the Buffalo and New York City Railroad, for Buffalo; at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c. CHAS. MORAN, President.

LONG ISLAND RAILROAD—SUMMER ARRANGEMENT.—On and after the 1st of July trains will run as follows, Sundays excepted:

TRAINS GOING EAST

Leave South Ferry, Brooklyn, as follows:

For Greenport at 10 A. M., daily, and on Saturdays at 3:30 P. M.

For River Head at 10 A. M

ARRIVAL OF THE CANADA AT HALIFAX.

DETAILS OF THE NEWS.

Decrease in the British Revenue Returns.

Meeting of the Stock olders of the Illinois Central Railroad.

THE CHANGES IN THE SPANISH MINISTRY.

MISCELLANEOUS INTELLIGENCE.

[By the American Telegraph Company's Lines, after No. 21 Wall-st.]

HALIFAX, Friday, July 16.

The Royal Mail steamship *Canada*, Capt. LANG-MUIR, Liverpool at noon of the 2d inst., and arrived at Halifax at 9¾ A. M. of Friday, the 16th inst., having been detained fifty-five hours by fog off Halifax harbor.

The Canada experienced strong westerly winds during the entire passage. Saw nothing of the telegraph fleet.

The screw steamship *Indian*, from Quebec, arrived at Liverpool at 11 o'clock on the night of the 30th of June, and the *Kangaroo*, from New-York, at Liverpool, at 7 A. M., and *North Star*, from New-York, at Southampton, at an early hour on the morning of July 1.

GREAT BRITAIN.

On the 30th, the House of Lords was not in session, and the Commons were engaged in debating the Marriage laws.

On the 1st, in the House of Lords, the question of the admission of Jews into Parliament was taken up. Lord CAMPBELL repeated some his opposition to the measure. He observed it was impossible to maintain inviolate the principles for which their lordships had so long contended without bringing themselves into to collision with the House of Commons. Therefore, he felt it the duty of the House to consider whether there was any possibility of satisfactorily settling all differences. He believed that the suggestion of Lord LUCAN, that the Commons should be allowed to dispense by resolution with the words "on the faith of a Christian," when a member of the Jewish persuasion applied to take his seat, afforded the only solution of the difficulty, and, therefore, though with great regret, he was prepared to accept the measure.

Lord LYNDHURST consented to postpone his bill. Lord LUCAN in moving the second reading of his measure explained that it gave the House of Commons the power of omitting the words "on the true faith of a Christian," by resolution, but required that any member of the Jewish persuasion should present himself in the first instance at the table of the House, and state his objections to the oath in the form in which it now stood.

After some debate the second reading was carried by 149 to 97.

In the Commons, the India bill was further debated, and a variety of amendments were offered, but all voted down.

On the 2d, in the Lords, the bill abolishing church rates was taken up. Lord DERBY opposed it, and it was rejected by 181 majority.

In the Commons further progress was made in the Government India bill.

Attention was called to the fact that the Peruvian Government was selling guano to the Americans at lower prices than to the English Government. It was replied that Peru had promised to reduce the price to the American standard.

It was thought that Parliament would be prorogued before the end of July.

The British Revenue returns for the year ending the 30th of June show a decrease of over £5,000,000, nearly all of which was occasioned by the reduction of the Income tax.

The Judicial Committee of the Privy Council, in the appeal against the decision which held the steamer *North America* liable for damages in her collision with the American ship *Leander*, had affirmed the judgment of the lower Court.

Much anxiety was felt in England as to the Atlantic Cable, but there was no news of it up to the departure of the *Canada*.

Messrs. SEELY & FREEMAN, timber-brokers of London, had suspended for £30,000.

The large failure at Rio Janeiro reported per the *North American*, was that of DOMINGOS FERREIRA.

LATEST BY TELEGRAPH.

LONDON, Saturday, July 3.

The *Times* city article reports that the funds opened yesterday at a further decline of ¼th, but subsequently slightly recovered.

There was a very active demand in the discount market and at the Bank to meet the bills due on the 4th, and full rates were demanded.

The shipment of Specie to the East by the steamer of the 4th, will be £98,000, nearly all in silver.

A report was circulated that the laying of the Atlantic cable was nearly completed, and shares advanced from £300 to a nominal quotation of £600 to £800.

An important private meeting of the shareholders of the Illinois Central Railroad was held on Friday, and a Committee of ten was appointed, one of whom will probably be dispatched in a week to New-York, to cooperate with the American Directors. Among other changes, it is recommended that a resident English Director shall be appointed. *The Daily News* says, that of the 170 shares in the Company, considerably upwards of 120,000 were represented in the room.

It is reported that another of the failures in Rio Janeiro is that of ASTLEY, WILSON & Co., for £150,000.

FRANCE.

The Paris correspondent of the *Daily News* says, that the affair of Montenegro and the ticklish state of diplomatic relations between France and Turkey and Austria are considered very serious; that France has sent an ultimatum to Turkey, and if a satisfactory answer should not be returned at once, more ships will be sent to the Adriatic.

The *Paris* says that a Russian frigate has joined the French squadron in the Adriatic, and been placed under the orders of the French Admiral. This news had created a great sensation at Vienna.

The *Moniteur* publishes a decree, reappointing M. DE MORNY, President of the Corps Legislatif.

A special session of the Legislature was anticipated.

Advices from Lyons report a decided improvement in commercial affairs there. Improvement was also observable in a less degree at Marseilles.

The *Moniteur* contains a decree which continues the law of June, 1858, forbidding Corsicans to carry arms till June, 1863.

Several districts in France were suffering severely from a great want of water. In Paris it was being used very sparingly by the lower classes.

In Paris, on Friday, the three per cents. closed at 69f. 15c.

SPAIN.

A telegraphic dispatch gives the following as the new appointments in spain:

Minister of Foreign Affairs and of War, O'DONNELL.

Minister of Justice, MAZARREDO.

Minister of Finances, SALAVERRIA.

Minister of the Interior, DARDESA.

Minister of Marine, MOLINA.

A Madrid dispatch says that General CONCHA has complained to the Government of the insults of the English in reference to the Slave-trade question.

The Madrid journals say that the Government intends to call on England for explanations of the gratuitous insults to which Spain has been exposed in the debates in the House of Lords, by Earl MALMESBURY and others.

ITALY.

The Tribunal of Appeals, at Naples, has declared the recently-liberated steamer *Cagliari* a good and lawful prize.

A contract for a loan of 40,000,000 francs was taken by the ROTHSCHILDS, of Paris, and the Commercial Bank of Turin.

Sanguinary conflicts were almost of daily occurrence between the French and Roman soldiers.

PRUSSIA.

The King of Prussia had quitted Berlin for Tegernsee. It was announced before his departure that he had conferred the entire direction of State affairs until the 3d of October, upon the Prince of Prussia.

A serious dispute has taken place between Prussia and Austria in regard to the garrison at Redstadt. The cause of it is said to be that instead of a moderate contingent by Austria to replace the Prussian soldiers, she sent a larger force, thereby, say the Berlin papers, attempting to diminish the influence of Prussia. The newspaper controversy which this difficulty had excited raged fiercely on both sides.

DENMARK.

A Dresden journal declares there is no foundation for the statement that France has taken measures for bringing the question of the Duchies before the European Conference, and gives room to believe that the Confederation is to proceed with energy against Denmark.

RUSSIA.

It was said, that fifteen millions would assemble in the Camp of Pewenogol at the end of August for inspection by the Czar.

The cholera had made its appearance at St. Petersburg.

A fire had almost entirely destroyed the shipping at Helsingfors.

TURKEY.

It was announced that the Turkish Government had made ample satisfaction for the attack on Mr. VON BLARQUE, the British Consul-General at Belgrade. The regiment to which the soldier who made the attack belonged, has been withdrawn, and the soldier and his officers sent to Constantinople for trial. The Pacha personally expressed the regret of the Porte to the Consul, and ordered salutes to be fired in honor of the British Consul.

It was stated that FUAD PACHA had communicated a telegraphic dispatch to the Minister of Foreign Affairs of France, giving fresh assurances that the troops sent to Herzegovina were not intended to act against the Montenegrins, and that in no case should that country be invaded by the Turks.

The Montenegrin Frontier Commission meets at Ragusa in the middle of July.

GREECE.

The liberal customs tariff adopted by the Greek Government exempts machines and implements for agricultural purposes from all duty on importation.

The Greek Government has placed its subjects resident in Candia under the protection of the French Admiralty.

CAPE OF GOOD HOPE.

Cape of Good Hope dates are to May 21. A fierce struggle was going on between some of the frontier tribes.

Dr. LIVINGSTONE had met an enthusiastic welcome. His expedition had left for the Zambesi.

American Securities.

Messrs. BELL & Co. report a quiet market, and quotations nominal:

United States 6s, '67-68	102	@103
United States 6s, bonds, 1868	101	@103
Kentucky 6s, 1826-72	88	@ 90
Maryland 5s	90	@ —
Massachusetts 5s	101	@103
Ohio 6s, 1876	96	@ 97
Pennsylvania 5s	77	@ 78
Pennsylvania 5s, bonds	82	@ 83
Tennessee 6s	79	@ 81
Alabama 5s	80	@ 82
Virginia 6s, 1867	82	@ 83
Illinois Cen. 7s, '60, Freelands	74	@ 76
Illinois Central 6s, '75	78	@ 80
Illinois Central shares	24	@ 25
Michigan Central 8s, '60	83	@ 84
Michigan Central 8s '69	82	@ 84
Michigan Central shares	55	@ —
New-York Cen. 7s	91	@ 93
New-York Cent. 6s	81	@ 83
New-York shares	76	@ 76
Erie 7s, 1st mtge	83	@ 87
Erie 7s, 2d mtge	68	@ 70
Erie Shares	15	@ 17
Panama Railroad 7s, 1st mtge., '59	90	@ 93
Panama Railroad 7s, '65	88	@ 90
Pennsylvania Cen. 6s, 1st mtge	86	@ 88

The *Times* of Friday reports actual sales of Illinois Central shares at 27½ ₰ cent. discount, and of Erie at 16.

Sailing of the Canada for Boston.

HALIFAX, Friday, July 16.

The *Canada* sailed, at 11 A. M., for Boston, where she will be due to morrow evening. Wind light from the Southward. Weather clear.

Board of Councilmen.

The Board of Councilmen met on Friday evening, the President, C. H. HASWELL, Esq., in the Chair.

The petition of Pearl Hose Company No. 28, for repairs to carriage, was referred to the Committee on the Fire Department.

Several resolutions as to flagging sidewalks were laid over.

Many reports as to flagging and sewering, from the Board of Aldermen, were laid over, and some were referred to appropriate Committees.

The President moved a resolution that the Comptroller be and hereby is directed to report to this Board, at an early day, the amount of money he has received since the 1st of January, 1853, to the 30th ultimo, for forfeited bail-bonds and from intestate estates—specifying the date, amount and source of receipt in each case; which resolution was adopted.

A resolution directing the Street Commissioner to fit up the Fourth District Police Court-room, at an expense not exceeding $230, was laid over.

A preamble and ordinance were presented by Councilman GERRY, making provision for compensation to members of the Common Council, providing, 1. That the members of the Board of Aldermen and Councilmen shall be entitled to receive compensation for their services as such members at the rate of $6 per session, for not more than ten sessions in each month. 2. That the sum of $17,000 is hereby appropriated to meet the expenditure designated in the first section of this ordinance for the year 1858. 3. That this ordinance take effect immediately. Laid over.

A resolution in favor of the Manhattan Gas Company laying their mains in Forty-third-street, between Eleventh-avenue and North River, was presented by Councilman NOLAN, and adopted.

A resolution requesting the opinion of Counsel to the Corporation as to the legality of the Common Council providing for the pay of its own members, and his comment upon the proposed ordinance thus recited, was offered by Councilman GERRY, and adopted.

THE MARKET GARDENERS.

A preamble and resolution were presented by Councilman ROSS, as follows:

Whereas, The ground allotted to the Market Gardeners at the several markets in Washington and Fulton streets, are much more crowded than is for the benefit of our community; and under existing ordinances, all who want vegetables must go to the extreme end of the island for the same; therefore, be it

Resolved, That it be referred to the Committee on Markets, to inquire into and report as to the propriety of designating other sections of the City as stands for the said Market Gardeners, more convenient to the residences of our inhabitants. Adopted.

A resolution from the Board of Aldermen complaining of the old pier at foot of West Twenty-first-street, and requesting its removal, was referred to the Committee on Wharves.

The report of the Committee on Sewers, of the Board of Aldermen, in favor of building a sewer in Pitt-street, was referred to the appropriate Committee.

A resolution from the Board of Aldermen to remove the decayed tree at the corner of Thirty-seventh street and Eighth-avenue, was ordered on file.

A resolution from the Board of Aldermen, authorizing the Comptroller to pay the bill for iron and timber, contracted by the Superintendent of Wharves and Slips, under Charles Devlin, Street Commissioner, provided the same did not exceed $1,000, was concurred in.

The Board concurred with the Board of Aldermen as to the necessity of the erection of a sewer in Orchard-street, between Stanton and Rivington streets.

Upon the question of the formation of a sewer in Fifty-second-street, some discussion arose. It was contended that there was only one inhabited dwelling in the street, and a few unfinished buildings. Councilman GERRY thought that this condition of things formed a good argument for the denial of the erection of a sewer, and the President thought quite the contrary—that no one would either reside or build on the street because it was not sewered. On vote, the resolution to form the sewer was adopted.

The Board concurred with the Board of Aldermen, in the confirmation of the assessment for a sewer in Forty-second-street, from Eighth to Sixth avenues.

A communication was received from the Comptroller, which will be found in yesterday's TIMES, of receipts and expenditures in the Finance Department, for the first two quarters of the present year. Total of payments $7,203,978 96. Total receipts, $5,742,969 50.

The Board adjourned until Tuesday next.

[Advertisement.]

ESCAPE OF BILLY MULLIGAN.—The reason that the officers could not discover the whereabouts of BILLY, the ex Deputy Sheriff of San Francisco, when he was wanted by Judge RUSSELL, was, that he was disguised in one of KNOX'S elegant and fashionable Summer hats, and, looking so much like a gentleman, he escaped their notice. This is a vile purpose to put so excellent an article to. Those, however, who want a cool, attractive looking and decidedly comfortable hat, must go to KNOX'S, No. 212 Broadway, for it. Price, as usual, only $4.

[Advertisement.]

☞ BRANDRETH'S PILLS "Come home to men's business and bosoms"—in them here blended our health and affections. Their use secures our health; their use secures our lives; so our children are saved to us and we to our children. Because they open and refine from all foulness, the blood is thus purified and pain and sickness vanish. Sold at 25 cents, old style—13 cents sugar coated—at Nos. 294 Canal-street, 206 Bowery and 241 Hudson-street, New-York.

[Advertisement.]

BIXBY'S HOTEL is removed from Park-place to No. 834 Broadway. House has all modern improvements; is newly furnished throughout; has fine, large, airy rooms, and is located in the immediate centre of all the places of amusement, &c. The patronage of all my old friends and the public generally will be reciprocated by every effort to make them comfortable. D. BIXBY, Proprietor.

[Advertisement.]

BRADY'S GALLERIES.
PHOTOGRAPHIC,
Ambrotypes and Daguerreotypes.
Nos. 359 and 205 Broadway, New-York, and
No. 352 Pennsylvania-avenue, Washington.

[Advertisement.]

TEAS.—The Canton Tea Company have on hand every variety of Teas for Grocers and Tea-dealers and private families. Souchong, Oolong and Young Hyson from 25c. to 40c. Gunpowder and Imperial from 25c. to 60c. All other qualities equally low. Also 5-lb. boxes good Family Tea for $1. Call and examine at No. 125 Chatham-st., between Pearl and Roosevelt sts.

[Advertisement.]

FREDRICKS' PHOTOGRAPHIC TEMPLE OF ART, Nos. 395 and 397 Broadway, opposite Metropolitan Hotel. PHOTOGRAPHS, HALLOTYPES, DAGUERREOTYPES and AMBROTYPES in every style.

[Advertisement.]

GAS! GAS!—Gas fixtures of beautiful design and finish, will be retailed at wax wholesale manufacturing depôt, No. 376 Broadway.
ARCHER, WAGNER & CO.

[Advertisement.]

HOLLOWAY'S OINTMENT AND PILLS.—Even if the whole surface of the body is absolutely *studded* over with pustules, incrustations, or running sores, it may be healed and purified by the Ointment, assisted internally by the Pills.

[Advertisement.]

A GREAT ENTERTAINMENT is to be given at PURDY'S National Theatre to-night. The eminent tragedian Mr. J. PROCTOR, is to appear in his new Indian drama of "Outabienchett," and his Irish drama of "O'Neal the Rebel," and farce "Cinchidry."

[Advertisement.]

AMAZING CREATURE! Is that man WYMAN, the Wizard and Ventriloquist, in his necromantic performances every afternoon and evening at BARNUM'S Museum. He does apparently the most impossible things. He creates a world of laughter.

Brooklyn Items.

MR. BARNES' SCHOOL CONCERT.—One of the pleasantest affairs lately coming off in East Brooklyn was the concert given at the DeKalb-avenue Methodist Church on Wednesday evening, by the Senior Music Class of Mr. SAMUEL C. BARNES' public school. The house was well-filled, and a handsome deduction from the out-standing debt on the splendid piano of the school must have been effected from the proceeds. The house was decorated with flowers, flags, and so forth, but the singers, seated on a rising platform in front, formed far the finest portion of the decorations. The singing was exceedingly creditable to the pupils, and highly complimentary to the tact and success of their music teacher, Prof. DAVID P. HORTON. Mr. Superintendent BULKLEY addressed the audience happily upon the progress of the school and the uses of music in it. A gentleman present, delighted with a solo by a lady whom he presumed to be a professional singer, grumbled audibly at the introduction of outside aid, when Mr. BARNES assured the company that none but pupils connected with the school had taken any part in the concert. A proposition to have a repetition of the entertainment the next evening was negatived by the Principal.

BURGLAR ARRESTED.—A man named JOHN O'ROARK entered the unoccupied house No. 401 Pacific-street, about 8 o'clock yesterday morning, and was departing with all the lead pipe and brass cocks he could find on the premises, when he was fortunately discovered by Officer JOEL OAKES, of the Deputy Superintendent's office. He was arrested and taken before Justice BLATCHLEY, who committed him for examination.

FIRE.—Between 12 and 1 o'clock, yesterday morning a fire broke out in the Union Oil works in South-street, near Penny Bridge, which were entirely consumed, together with a frame dwelling and shed adjoining, owned by JOHN PETERS. The oil factory was owned by Messrs. KECHUM & Co. Their loss is $700, not insured. MR. PETERS' loss is $1,000 on dwelling-house—insured for $1,100, in the Hamilton Insurance Company, New-York. His loss on boat-shed is $500—covered by insurance in the Poughkeepsie Insurance Company. MR. PETERS' furniture was saved in a damaged condition—fully insured. The fire was caused by taking a lighted candle near a cask of naptha.

FATAL ACCIDENT.—A German named JOSEPH KEISMAN was almost instantly killed, on Tuesday last, by being trampled upon by horses in a field in Myrtle avenue, near Broadway. He was plowing, when the horses became frightened, and KEISMAN was killed while endeavoring to control them.

SUPREME COURT—NOTICE TO THE BAR.—CHAMBER BUSINESS.—No Chamber business can be transacted by members of the Bar after 10 A. M. Chamber and Special Term for *ex parte* business every morning from 9 to 10 o'clock A. M., until further notice.

Litigated Special Term business will be heard on the first Monday of August, and not until then.

All notices for that time will be heard until disposed of.

The Seventh Ward Republican Association, SETH B. COLE, Esq., President, held its regular monthly meeting on Wednesday evening, and took further steps toward organizing for the Fall campaign.

NEW-JERSEY.

New-Jersey Items.

BURGLARIES.—For some few nights past burglars have been busily engaged committing depredations upon houses in Jersey City and vicinity. Wednesday evening a house in York-street was entered during the temporary absence of the family, and robbed of property of considerable amount, but, as the family are absent, the value of the goods taken could not be ascertained.

The house of F. S. LAW, No. 192 Bay-street, was entered on Thursday night and robbed of the contents of his pantaloon pockets, consisting of a pocket-book, purse and valuable papers. A burglary was also perpetrated at Bergen on Thursday evening, but the particulars are not known. The authorities are on the track of the supposed burglars.

CHOSEN FREEHOLDERS.—At a meeting of the Chosen Freeholders held on Wednesday at Bergen, the Committee on Workhouse reported that during the month of June there had been confined in the jail 90 persons; committed during that month, 50; remaining in jail, 45; awaiting trial, 21; sick and unable to work, 9; committed to workhouse and no board charged, 19. Total expense for boarding prisoners for month of June, $109 68, being a net saving to the County over the former system of $181 96.

COMMERCIAL AFFAIRS.

For Markets see Third Page.

Sales at the Stock Exchange.... JULY 16.

$5,000 Mich. St. 6s, '78	104	100 Erie Railroad	18½
1,000 Virginia 6s	93	100 do	s15 18⅝
4,000 do	93⅛	200 do	s30 18⅜
3,000 do	93⅜	150 do	s3 18⅝
5,000 Mo. State 6s	86½	50 do	s15 18⅝
22,000 do	86⅞	150 Had. R. R. R	28⅜
5,000 Cal. St. 7s, N. B.	86	50 do	b30 28½
3,000 do	85½	50 do	s15 28⅜
3,000 Tenn. S 6s '90	93	100 Har. R. R	b30 10½
3,000 Brooklyn City 6s	97	50 do	10¾
500 N. Y. C. R. 6s	99½	100 Reading R. R	46
14,000 N. J. S. R. 6s	97½	500 do	49¼
7,000 Erie R. 4th M. R.	58	50 do	s30 46
3,000 Harlem R. 2d M.	77	25 M. S. & N. Ia. R.	23
2,500 Ill. Central R. R	67⅛	570 do	23½
10,000 L. C. & M. L. G. Bds.	72	130 do	b30 23½
5,000 do	s15 73⅜	160 do	b30 23⅝
38 Merchants Bank	110½	22 do	bsw 23¼
100 Metropolitan Bank	110½	50 M. S. & N. Ia. p. s.	45
40 Phœnix Bank	107	175 do	45½
5 Bank of America	169⅜	150 do	45¾
50 Nic Transit Co	2	100 do	b30 45⅞
60 Del. & Hud. Can. Co.	98⅜	160 do	b30 46
100 do	b60 98¾	35 Panama Railroad	104⅜
50 do	b60 99	100 Ill. Central R.	b60 76
150 Penn. Coal Co	77	75 Galena & Chicago R	88
16 do	76¾	100 do	b60 88½
75 Pac'fic Mail S. S Co.	83⅜	50 do	s60 87½
100 do	84¼	100 Cleveland & Tol. R.	36⅜
15 do	84⅜	475 do	36½
25 do	s60 82	100 do	b60 36⅜
100 do	s60 83	456 do	36⅝
280 N Y. Cen. R. R.	b60 85½	100 do	b s w 36⅝
260 do	s3 85	700 Chic. & R. I. R.	s30 76
200 do	85	400 do	76¼
400 do	s30 86	200 do	b60 76¾
660 do	86¾	100 do	b60 76½
100 do	s30 86	100 do	s10 76
400 La Crosse & Mil. R.	5	50 Mil & Miss. R. R.	b30 18½
95 Mich. Cen. R. R.	88½	50 do	18
50 do	s30 88		

SECOND BOARD.

$4 000 Cal. St. 7s	86	25 Erie R. R.	s15 19¾
11,000 Mis. St. 6s	85⅜	100 do	s30 18
1,000 Had. R. R. M.	69	100 do	s10 18¼
1,000 L. C. & M. L. G. bs.	72½	200 do	18⅜
50 Bank of Commerce	100½	100 do	s15 18½
120 Pacific M. S. Co	84½	50 Mich. Cen. R. R.	88⅝
110 do	84¾	100 do	s60 88¾
100 do	85⅛	50 do	88⅞
100 do	b60 86	300 Reading R. R.	s10 46
58 do	s30 86½	100 do	45⅞
200 do	s30 85¾	50 Panama R. R.	104¾
50 Del. & Had. C. Co.	s30 98¾	100 Clev. & Tol. R. R.	b30 36⅞
108 N. Y. C. R. R.	84⅞	600 do	36½
200 do	b30 85	100 Chi. & Rock Isl. R. R.	76¾
200 do	85	50 La Crosse & Mil. R. R	5
100 do	s10 85	225 Mil. & Miss. R. R.	18
130 Gal. & Chi. R. R.	86		

REPORTED SALES BY AUCTION.

$1,000 L. C. & Mil. L. G.	72	16 Bk. of N. America	104⅜
1,000 Mil. City 7s	49	10 Park Bank	101
1,000 City Mayeville 7s	40	20 Ocean Bank	95
7,000 Tn. Wa'rloo Wiata	35	10 Harm. Fire Ins. Co.	89½

FRIDAY, July 16—P. M.

There is no change to-day in the rates for Money. The Exchange Market is firm, without a large business for Saturday's mail at 109¾@109¾ on London. The bankers who have been enabled to buy Gold Bars at a discount, will remit by the *City of Washington* about $800,000, out of the California receipts of Wednesday last. Bills on Paris rule steady at 5 13¾@5 12½. There was some uneasiness this morning in regard to the non-arrival of the *Canada* at Halifax, which was soon relieved by the telegraph.

The announcement this morning of the sad accident on the New-York and Erie Railroad, had a somewhat depressing effect upon the Stock Exchange, but this was not long felt, except upon the shares of the Erie Company, which from 18¾ on Thursday settled down to 18¼@18½ ₰ cent. The rest of the market closed firm. The bid for New-York Central 85 ₰ cent.; Reading 45½; Rock Island 76½; Michigan Central 58¾; Toledo 36½, and Galena 88 ₰ cent. The actual business at both Boards was to a fair extent on the Railway Share List, and firm for some of the State Stocks. Missouri sixes advanced to 85¾@½ ₰ cent. Virginias were ½ ₰ cent. lower than yesterday. La Crosse Land Grants were 2 ₰ cent. up at the close, the management having finally resolved to pay the August coupon. The fight in Pacific Mail shares continues, and the *Bull* account is quite triumphant on the deliveries for the day, which were not made by the *Bears* without paying 84¼@85, and finally 84¾ ₰ cent. for the cash Stock. On buyer's option 86 ₰ cent. was paid, while seller's options were done at 83¾ ₰ cent. We have seldom known so sharp a corner on such limited sales. The sellers pay severely for their temerity in operating some weeks ago on "early information." The concern itself is making a great deal of money, the surplus of which the Stockholders, in general meeting, which will probably be called for about the 1st August, will no doubt see properly divided.

It is understood to-day that the New-York and Erie management decline to enter upon any common arrangement between the four great trunk lines from the seaboard to the West. The other three roads will now, of course, make their own conditions with each other, and with the Western connecting lines; the latter pro rating in any reduction of passenger fares that may be necessary to meet the independent position assumed by the Erie Company.

The doubt attempted to be thrown upon the character of the business meeting of the New-York Central Board of Directors day before yesterday, was corrected by the morning papers. The dividend meeting will not be held until the close of the month. There is really no doubt as to the continuance of the regular rate of the half-yearly dividend, 4 ₰ cent. The suggestion of distrust or division of counsels on this point is probably the result of the immense short sales of the stock in Wall-Street. But for these sales, the known, fixed policy of the Company, which their net earnings this season amply justify, would scarcely be questioned in any quarter.

In reference to the action of the Baltimore and Ohio Company on the difficulty recently made by the Erie, the Baltimore *Patriot* of yesterday reports:

"Among other matters laid before the meeting of Directors of the Baltimore and Ohio Railroad yesterday, were the results of the late conferences in New-York City between representatives of the four great railroad lines running East and West, for conserving their true interests in a reform of the tariff of tolls. The form of agreement regulating the charges for all the roads for through freight from Boston or New-York to all points in the West, not only fixes the scale of prices, lifting them from the present unremunerative scale produced by the ruinous competition between the New-York Central and Erie roads, but fixes a penalty of $1,200 for violation of the scale in any and every established case. It also abolishes all outside agencies and runners, leaving the freights to take their own natural course; and under the agreement the through passenger fare on the New-York roads is to be restored to the former rate, or about double what it has been lately in the efforts of the Erie and Central to do as much harm as they could to one another. This general measure was fully agreed to by the representatives of the New-York Central, the Pennsylvania Central and the Baltimore and Ohio roads; while it is understood that personally Mr. MORAN, the President of the Erie road, was also willing to come into it. The measure had, of course, however, to be submitted to the directors of the several roads for approval, and the time to the 10th inst. was allowed for that purpose. The Baltimore and Ohio Board yesterday acquiesced, with only three dissenting votes."

The practical effect of the late law of Ohio in regard to the transfer of stock at Columbus and the payment of interest, after fourteen days from 1st July and 1st January, at the same place, instead, as heretofore, at New-York, has led to the resignation of Mr. S. T. BULL, the State Agent in this City. The change of law will make the dealings in Ohio stocks quite embarrassing, besides rendering the New-York office of nomisal, rather than real usefulness.

The following is Friday's business at the office of the Assistant Treasurer:

Receipts	$160,876
Payments	270,019
Balance	5,268,527

The receipts include $72,000 from Customs. The payments include $37,000 California dratts.

The following is the official advertisement of the loan of the Hannibal and St. Joseph Road, to be awarded on the 14th August, to which reference was made yesterday:

LOAN OF $1,490,500—HANNIBAL AND ST. JOSEPH RAILROAD COMPANY LAND BONDS.

The Hannibal and St. Joseph Railroad Company will, until Saturday, the 14th day of August next, at noon, receive at the office of the Fiscal Agency, in Boston, sealed proposals for the purchase of $1,490,500 of their Land Bonds, in sums of $500 or $1,000.

A statement of the condition of the Company is in preparation, by which it will be apparent that the sale of their bonds will, with the other available resources of the Company, afford sufficient means to open the road through early next Spring.

The bonds now offered form the balance of the issue of $5,000,000, secured by a first mortgage to WM. H. SWIFT, SIDNEY BASTLEY, and NATHANIEL THAYER, Trustees, upon the lands granted to the Company, and are payable in 25 years from April 1, 1858, with interest semi-annually at 7 ₰ cent. ₰ annum.

The taker of each Bond will receive a certificate, giving him the optional right to take, at any time within one year after the cars run through from Hannibal to St. Joseph, an equal amount in the stock of the Company, subject to assessment as follows: $5 ₰ share upon electing to take the stock and receiving the certificate of scrip, and not over $30 ₰ share during any six months thereafter.

The said assessments will be receivable in any of the Land Bonds of the Company now offered, with proper adjustment of interest.

10 ₰ cent. upon each subscription to the loan will be payable on the 17th day of August next, and will be retained as security, without issuing bonds there for, until the whole of such subscription is paid up.

10 ₰ cent on the 17th of September.
20 ₰ cent. on the 17th of October.
20 ₰ cent. on the 17th of November.
20 ₰ cent on the 17th of December.
20 ₰ cent on the 17th of January.

For each installment, except the first, Bonds will be issued with proper adjustment of interest, when payments are made; or payments may be made earlier, by notifying the Treasurer of the Fiscal Agency there of, at the time when the first payment is made.

The proceeds of the sales of the 500,000 acres of land of the Company is appropriated, as fast as received, to the payment of the bonds, at par, by lot, and the Bonds are receivable, as cash, in payment for the lands of the Company.

Upon the above conditions the Loan will be awarded to the highest responsible bidders, the Company reserving to themselves the right to consider the responsibility of the parties making the proposals, as well as the rate offered.

R. S. WATSON,
Treasurer of the Fiscal Agency,
No. 45 City Exchange, Boston, Mass.

The following table gives the present rates of Exchange in New-York, from the principal cities of the Union, corrected from the latest advices received at the Banking Office of Messrs. THOMPSON BROTHERS:

Boston	Par.	Richmond	⅜ ₰ ct. pr.
Baltimore	Par.	Wilmington	¼ ₰ ct. pr.
Philadelphia	Par.	Washington	¼ ₰ ct. pr.
Cincinnati	⅜ ₰ ct. pr.	Detroit	⅜ ₰ ct. pr.
Chicago	1 ₰ ct. pr.	Milwaukee	1 ₰ ct. pr.
Charleston	½ ₰ ct. pr.	Dubuque	1 ₰ ct. pr.
Savannah	¾ ₰ ct. pr.	Mobile	¾ ₰ ct. dis.
St. Louis	½ ₰ ct. pr.	New-Orleans	½ ₰ ct. dis.
Louisville	½ ₰ ct. pr.		

The following is a comparative statement of the import of Foreign Dry Goods at New-York, for the week and since Jan. 1st:

For the week.	1856.	1857.	1858.
Entered at Port	$2 [illegible]	$3,[illegible]02	$2,913,643
Thrown on Market	2,047,[illegible]	3,[illegible]46,484	3,[illegible]3,444
Since Jan. 1.	1856.	1857.	1858.
Entered at Port	$86,[illegible]	$[illegible]	$[illegible]
Thrown on Market	$[illegible]	$[illegible]	$[illegible]

The following is the summary for the week:

CONSUMPTION DIRECT.	Pkgs.	Value.	WAREHOUSES. Pkgs.	Value.	Pkgs.	Value.
Manf. of Wool	2,[illegible]	$[illegible]	275	$[illegible]	728	$[illegible]
Manf. of Cotton	3,[illegible]	484,[illegible]	40	10,[illegible]	130	33,[illegible]
Manf. of Silks	522	450,904	3	3,349	60	44,384
Manf. of Flax	1,009	246,305	171	30,461	51	10,661
Miscellaneous	245	108,293	25	18,879	74	15,004
Total	4,241	$2,013,340 196,303	527	$190,503	543	$163,104 2,913,340
Total entered		$2,203,143	Total Marketed			$2,176,444

The Broadway Savings' Institution has declared the usual semi-annual dividend, payable on and after July 19.

Messrs. TAYLOR BROTHERS quote Land Warrants thus:

	Buying. Per acre.	Selling. Per acre.
160 acre warrants	89	92
120 acre warrants	79	82
80 acre warrants	89	92
40 acre warrants	110	115

We have received the following circular from Mr. FERDINAND KARCK, the Consul for Hamburg, at this port:

CONSULATE OF HAMBURG, New York, July 15, 1858.

I am authorized officially to bring to the knowledge of the commercial community of this Consular district, that the former commercial pound of Hamburg was put out of use on the 1st of January last, and that in its stead the metrical or the German Customs weight, which is 3.1750 heavier, and equal to a half kilogramme, has been adopted.

Accordingly, all quotations of prices given in the Hamburg *Allgemeines Preiscourent*, have since that date already been calculated for the metrical weight.

By bringing this fact to the notice of your readers, you will oblige your obedient servant,

FERDINAND KARCK, Consul.

New-Jersey Free Banks.

To the Editor of the New-York Times:

In your paper of this date is an account of recent bank investigations by the Governor of New-Jersey, and a statement that certain circulating notes are secured by Virginia 6 ₰ cent. State Stock. The investigation is that the notes are consequently safe. If this is so can you tell why the Bergen County Bank notes are not redeemed by the State Treasurer, who holds the same description of stock for that purpose? The Bergen County Bank failed nearly one year ago. Suppose you invite the attention of the Governor of New-Jersey to this matter, and oblige

A BILL HOLDER.

Real Estate—FRIDAY, July 16.

By a judgment order of the Supreme Court, in the case of DAVID L. FAGAN, Trustee of SIMEON E. SAYRE, vs. JOHN S. POWERS, PATRICK CALLAGHAN and others, Mr. JAMES M. MILLER sold three lots on the east side of Eleventh-avenue, 25 feet 1 inch, south of Forty-Ninth-street, to J. C. FAGAN for $1,300 each. There are several feet of rock on the rear of these lots.

By order of the Supreme Court, Mr. LUDLOW sold a three-story and high-roofed brick house, on the south side of Thirtieth street, 200 feet east of Third-avenue, lot 18 feet 9 inches by 98 feet 9 inches, to Mr. BRAUN for $1,500 above incumbrance, amounting to $5,125.

Mr. LUDLOW also sold, under foreclosure, JOHN GLOVER against J. MCKINSEY, a frame-house and full-sized lot on the north side of Forty-fourth-street, 145 feet East of 6th-av., bought by EDWARD A. DICKINSON, for $3,600.

The way in which real estate is sometimes advertised and sold at the Merchants' Exchange is a flagrant outrage upon the rights of defendants and cannot be too severely reprehended. We attach no blame either to auctioneer, plaintiff in the suit, or any other parties interested. We suppose and presume they each and all fulfill the requirements of the law to the letter. We are willing to believe that the Legislature alone should be